


PUBLIC COMMENTS (PC)-S

PC-S1



I-405 Improvement Project

Public Hearing

Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.





Meeting Venue (please check one of the following):

☐ Monday, June 4, 2012 – Orange Coast Community College
 ☐ Thursday, June 7, 2012 – Rush Park Auditorium
☐ Wednesday, June 6, 2012 – Westminster Community Center
 ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center


Name (First and Last): <u>VICENTE SALCEDO</u>	
Organization: <u>Laber Local 652</u>	
Address (Optional): <u>1318 N. PARSONS PLACE. SANTA ANA CA. 92705</u>	
Phone Number: <u>714-636-1224</u>	Email address:

Comments: WE NEED MORE LANES, LESS TRAFFIC.

(Space for comments continued on reverse)

PC-S2



I-405 Improvement Project

Public Hearing

Comment Sheet

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Name (First and Last): <u>Philip J. Salerwa</u>	
Organization:	
Address (Optional): <u>16526 Pinpoint Circle Fountain Valley Ca 92708</u>	
Phone Number: <u>8714 8391015</u>	Email address:

Comments: We need the roads widened the bridges improved so that we don't spend half our time sitting in traffic. We also need the jobs that these projects will bring to orange county.

(Space for comments continued on reverse)

PC-S3

From: Salisbury, Charlotte [charlotte.salisbury@uhc.com]
Sent: Friday, July 13, 2012 1:22 PM
To: Parsons, 405.dedcomments
Subject: I vote Alternative # 2

I would like to see two new lanes in each direction because the problem is only going to get worse. I don't really want people to lose their homes but we need more lanes. I do not want the #3 choice for a toll road because I am not happy with the Fast Track on Rt. 91 going to Riverside. It's so expensive to commute daily that the 91 is still clogged while the toll lanes are often open and minimally used.

I also prefer Alternative # 2 over #1 because if we are going to go through all the disruption, let's really make a difference. I don't want this process to be repeated in 5 - 10 years to add the other lane later.

Please consider Alternative # 2 to improve our freeway section.

Thanks,

Charlotte Salisbury, PMP
Business Project Manager - MPO

UnitedHealthcare
5995 Plaza Drive
Cypress, CA 90630
Charlotte.Salisbury@uhc.com
p. 714-226-3051
f. 714-226-3554

PC-S4



I-405 Improvement Project Public Hearing Comment Sheet

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Name (First and Last): <u>Tim Salisbury</u>	
Organization: <u>Local 582</u>	
Address (Optional):	
Phone Number:	Email address:

Comments: More construction creates more jobs. More jobs creates more domestic spending, will help pump more money into the economy. Win, win situation.

(Space for comments continued on reverse)



PC-S5

From: Vera Sample [verasample@dslextrreme.com]
Sent: Friday, June 22, 2012 12:31 PM
To: Parsons, 405.dedcomments

LEAVE OUR WALL ALONE.

WE ARE VERY CONCERNED ABOUT THIS MATTER.

WE HAVE LIVED HERE IN COLLEGE PARK EAST FOR 43 YEARS, AND WE HOPE TO

BE HERE FOR A LONG TIME TO COME. PLEASE LEAVE OUR WALL ALONE.

WE SEE NO NEED FOR A CHANGE AT THIS TIME. WE ALSO AGREE ON WHAT WAS

SAID IN THE FLYIER THAT WE RECEIVED.

THANK YOU VERY MUCH.

MR. & MRS. ROBERT SAMPLE.
4656 Dogwood Ave.
Seal Beach, Ca. 90740

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PC-S6



I-405 Improvement Project
Public Hearing

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Name (First and Last): JAVIER SANCHEZ	
Organization: LOCAL 78 PLUMBER	
Address (Optional):	
Phone Number:	Email address: JAVIER56DL@GMAIL.COM

Comments: IF ITS TO IMPROVE I'M ALL THE WAY -
GOOD LOOK WITH THE IMPROVEMENT.

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(Space for comments continued on reverse)



PC-S7

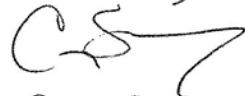
CALTRANS DIST 12
SMITA DESHANDE
2201 DUPONT DRIVE, #200
IRVINE, CA 92612

DEAR SMITA DESHANDE,

I AM CONCERNED ABOUT THE 405
IMPROVEMENT PROJECT. I STRONGLY
FAVOR ALTERNATIVE #2, WHICH WOULD
INCREASE TO MAXIMUM EXTENT POSSIBLE
THE GENERAL PURPOSE LANES WHILE
KEEPING THE CURRENT CARPOOL/DIAMOND
LANES.

THE TRAFFIC IS TOO CONGESTED
ON THE 405 FREEWAY NOW. PLEASE
BUILD AS MANY LANES AS POSSIBLE. AS
A SENIOR CITIZEN ON A FIXED INCOME,
I CANNOT AFFORD TO PAY TOLLS. DO
USE THE DIAMOND LANES FREQUENTLY NOW
TO TRAVEL WITH OTHER SENIORS.

SINCERELY,



CRAG SANDBERG
12200 MONTECITO ROAD 301B
SEAL BEACH, CA 90740
JULY 5, 2012

PC-S8

From: Mindy Sander [sndrfa@earthlink.net]
Sent: Monday, July 16, 2012 11:39 PM
To: Parsons, 405.dedcomments
Subject: I-405 improvement plan comment

We live in College Park East - an area that may be greatly impacted by the movement of a sound wall that would have a negative impact on our community. While it may sound good to add lanes for HOV etc., the problem lies with the quality of life you leave the surrounding communities with. By moving the sound wall further into the tract you would reduce parking to only one side of a main artery for tract traffic of cars, bike riders and pedestrians which means a much narrower, more hazardous space. While we understand the growth of traffic at what point do we stop encroaching on so many communities who already lack enough space? Another concern is why the plans for HOV lanes were not a part of the ongoing construction. Directly across the 405 freeway from College Park East lies military land that is currently used for agricultural purposes - why not shift lanes that way? We ask that you take into consideration the actual lives you impact and not just go by your statistics and maps. We are opposed to any plan that moves the sound wall by College Park East in Seal Beach. The Sander Family

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2
3
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PC-S9

From: Melanie Sanders [mailto:mail24melanie@gmail.com]
Sent: Wednesday, June 06, 2012 9:06 PM
To: Christina Byrne
Subject: OCTA's proposed Alternative 3

Dear Ms. Byrne,

I'm writing to say I am another Orange County citizen who does NOT support the Alternative Number 3 for construction on the 405 Freeway!


NO on Alternative THREE!!!!

~melanie
Melanie Sanders

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PC-S10

PC-S11



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Name (First and Last): <u>Cesar G. Sandoval</u>	
Organization: <u>Labor Local 652</u>	
Address (Optional): <u>541 W. Allen Ave. Apt. 15</u>	
Phone Number: <u>(714) 557-2202</u>	Email address:

Comments: To much traffic, alot of accidents and they need to
be at the code, in some cases construction workers have been
unemployed even in months up to 2 years, they have exhausted
their unemployed benefits, traffic is increasing and only getting
worst and we need jobs

(Space for comments continued on reverse)

From: michael@livingwellreferral.com
Sent: Monday, June 25, 2012 11:20 AM
To: Parsons, 405.dedcomments
Subject: Expansion of 405-

To Whom it May Concern:

My name is Michael Santos and I am a resident of College Park East. I recently purchased my home and was drawn to this area by the neighborhood, school district and upkeep of the city.

One major drawback was the distance my house stands from the 405 freeway and the current wall that is in existence. I am OPPOSED to any change in the current situation that will move the wall closer to my property. The freeway is close enough and the sound is loud enough from my property.

Seal Beach is a city that I chose because of its prestige and ability to hold value. Moving this wall will lessen my investment and decrease the value of several hundred homes. In addition, the safety aspect will be heightened due to the proposed narrow street. There are several bikers, runners and pedestrians that will be affected. I would hate to see a fatal accident happen due to the convenience of moving the wall that brings no benefit to the residents of College Park East.

"LEAVE THE WALL ALONE"


Should you have direct questions or comments, please don't hesitate to ask 714-330-6701.

Regards,

Michael Santos

3541 Camelia Street
 Seal Beach, CA 90740

PC-S12

 **I-405 Improvement Project**
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Name (First and Last): Sam Santos
Organization: Laos 652
Address (Optional): _____
Phone Number: (714) 240-8275 Email address: _____

Comments: The Union is a good organization with
good workers as they should be regular

(Space for comments continued on reverse)

PC-S13

July 1, 2012

OCTA Board Member
550 S. Main St
PO BOX 14184 Orange CA 92863

TEL: (714) 560 6282

Dear Mr. *Gregory T. Winterbottom*
Vice Chairman
Public member

I am a resident of the City of Seal Beach College Park East Community. I am asking you to vote for Alternative 1 for the I-405 Freeway Improvement project. This alternative will have the most limited community and environmental impacts compared to any other alternative. The community believes this alternative is the most best choice because:

1. Alternative 1 does not encroach 10 feet into Almond Avenue which has an existing soundwall that protects the community. If this wall is torn down and a new wall is built for widening the I-405, it will make Almond a one way street. In case you were not aware, Almond Street is a dedicated Tsunami escape route and the only community access route out from the College Park Community. Almond Street needs to be wide and two way configuration is needed in order to serve as an escape route due to floods and/or Tsunamis.

2. Alternative 1 also impacts to existing parks will at Astor Street and at Orleander Street. Like many of parks in our community, children play and senior citizens walk along Almond Street every day. Mothers and their children walk use these parks every day. An alternative that encroaches into our community will create expose families and children to more vehicle exhaust which causes respiratory problems, lung disease and/or lung cancer. The closer the freeway is closer to our community, the more exposed to vehicle exhaust and harmful toxics.


3. Funding is only available for Alternative 1. Alternative 2 has a funding gap which will require OCTA to issue bonds and take more of the County's tax dollars. The community and residents do not favor this irresponsible tax-waste scenario.

Sincerely,

Julinda de los Santos
3591 Violet St.
Seal Beach, Ca. 90740

PC-S14

PC-S15



I-405 Improvement Project

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Name (First and Last): <u>Oscar Sando</u>	
Organization: <u>Latino Local 652</u>	
Address (Optional): <u>2114 S Garnsey Santa Ana Ca 92707</u>	
Phone Number: <u>714-717-7284</u>	Email address:

Comments:

+ it will also help our infrastructure of
the bridges and streets.

(Space for comments continued on reverse)

From: Ashley Schaefer [mailto:asskeyone143@gmail.com]

Sent: Tuesday, July 17, 2012 3:14 PM

To: john.moorlach@ocgov.com; Audra.Adams@ocgov.com; PatBates@ocgov.com; Bill.Campbell@ocgov.com; dhansen@surfdity-hb.org; CFikes@surfdity-hb.org; Janet.Nguyen@ocgov.com; fvcrandall@yahoo.com; lorri@lorrigalloway.com; pglaab@cityoflagunahill.org; mpulido@santa-ana.org; pherzog@lakeforestca.gov; jamante@tustinca.org; Wendy.Knowles; fvproud@fountainvalley.org; citycouncil@cityoforange.org; mayor@garden-grove.org

Subject: NO

I like to email and say I don't think this is a good idea at all. We don't need anymore traffic coming through we have enough already. So I'd like to say please don't agree this will cause way to much BS and we already have enough of that thanks to Gary!..

PC-S16

PC-S16 Continued

Elsbeth Schmidt
3530 Carnation Circle
Seal Beach, CA 90740

e-mail: Lizamerelsbt@aol.com

Seal Beach July 10, 2012

RE: I-405 Improvement Project impacting the College Park East Community in the City of Seal Beach between the SR-73 and I-605; CALTRANS District 12, "405 DEIR/DEIS Comment Period".

Honorable Governor Brown, State Senators, U.S. Representatives, Assemblymen, Council Members, City and Public Members, Supervisors, Ladies and Gentlemen:

This letter is in response to the proposed Alternatives 1 through 3, inclusive, together with the No-Build Option and offers my personal opinion and comments.

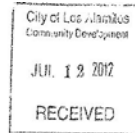
I am a senior citizen and have been a College Park East resident since 1985. My home is located on Almond Street and Carnation Circle, being the second house from the corner of the street and the 20-foot high sound wall. I am aware that the Measure "M" was voted on and passed, providing for the addition of one GP lane in each direction. In the meantime, additional alternatives have been proposed which, if selected, would have a devastating effect on our entire community:

Alternative 1:

This alternative, adding one GP lane in each direction and leaving the existing sound wall intact, appears to be the most doable solution out of the first three alternatives. While not a perfect solution, it will have the least negative impact on our health, lives and property values. The pollution in this neighborhood is bad enough as it is and it will increase without doubt, however, it may relieve some traffic congestion and it would not diminish the already inadequate parking, ambulance and other vehicular service access to our homes.

A more sensible solution would be to simultaneously widen the I-405 at least to downtown Los Angeles. That way a bottleneck situation could be avoided at the Orange County/L.A. County line, preventing many accidents that may occur while traffic from the widened I-405 has to merge into the much narrower existing L.A. County portion of the I-405.

I also believe that it would be advantages to run a light rail/monorail or a solar powered facility along the median of the I-405. It has been stated that such a facility would be very costly and would not run faster than 20-40 miles/hr. To this I would like to say that based on my own personal experience every European city has excellent, efficient and cost effective rail and other public transportation. The commute is easy, safe, very fast and mostly trouble free. All major cities have a direct rail line into their airports. Korea is presently installing rail service to a future entertainment park near Seoul. Why is it that we cannot come up with a better public transportation solution? Why would it be more expensive than anywhere else on the globe? How wide are our freeways to become; are we eventually going to remove all the residences and live in our cars on the freeways? Silly, isn't it?



Page 2 of 2 - I-405 Improvement Project

One problem with our current public transportation system is that the trains (BlueLine, Buses, etc.) do not run late enough. Many people who work in Los Angeles work extremely long hours. People who work for Title Companies and Law Firms for example regularly work until 3:00 am – 4:00 am and later. If there is no public transportation available to return home, it does not make any sense for them to use it going into Los Angeles. Also, better security and parking would need to be provided. Many stations do not yet have secure parking facilities.

Alternatives 2 and 3:

Adding two lanes in each direction and/or express and toll lines, respectively, would require the moving of the sound wall 7 to 10 feet closer to our homes and also lowering the height thereof by several feet would dramatically increase pollution and noise and would have a devastating effect on our lives and health due to higher exposure to vehicle pollutants and carcinogenic particles which the human body cannot expel. Especially children and seniors would be at greater risk. Almond Street, a designated Tsunami escape route, would become a one-way street. In an emergency situation such as heavy flooding or a Tsunami situation there would be chaos. Also, the very idea of paying toll charges for the use of an express lane is simply outrageous. We are all paying high property taxes which are increased every year by 2 percent. It's enough already!

How is it possible that so little value is placed on the wellbeing of the residents of this area, when at the same time a project to run a bullet train from San Diego to San Francisco/Lake Tahoe was halted because an endangered species desert fox had to be protected? Where are your priorities? In addition, our already severely reduced property values would decline even more, an additional burden we should not be asked to bear.

The entire College Park East Community is strongly opposing any encroachment on Almond Street and objects to the devastating impacts such an encroachment would present. Alternatives 2 and 3 are unacceptable.

No-Build Option:

This is the most ignored alternative. To me this one makes the most sense for the time being because if the L.A. County portion of the I-405 is not widened concurrently with the project at hand, none of the other alternatives make much sense. If the widening of the L.A. County portion is postponed or even cancelled, there will be greater gridlock than ever before at the Orange County/Los Angeles County line.

We as a group have been advised at meetings that the No-Build Option is still viable. If this is so, why are we spending millions of Dollars at this time for the lengthening of bridges and overpasses to accommodate future widening of the I-405, when it is possible that the No-Build Option may be exercised and no widening may ever be performed? I am sure we do not have that much money to waste, or has the decision to eliminate the No-Build Option been made after all?

I respectfully request that you give serious consideration to this community's concerns and fears. Your cooperation is appreciated. Thank you.

Sincerely,

Elsbeth Schmidt
Elsbeth Schmidt

PC-S17

PC-S18

July 1, 2012

June 25, 2012

OCTA Board Member
550 S. Main St
PO BOX 14184 Orange CA 92863

TEL: (714) 560 6282

Subject: I-405 widening impacting the College Park East Community in the City Seal Beach (Between the SR -73 and I-605)

Dear Board Member:

I am a resident of the City of Seal Beach College Park East Community. I am asking you to vote for Alternative 1 for the I-405 Freeway Improvement project. This alternative will have the most limited community and environmental impacts compared to any other alternative. The community believes this alternative is the most best choice because:

1. Alternative 1 does not encroach 10 feet into Almond St. which has an existing soundwall that protects the community. If this wall is torn down and a new wall is built for widening the I-405, it will make Almond a one way street. In case you were not aware, Almond Street is a dedicated Tsunami escape route and the only community access route out from the College Park Community. Almond Street needs to be wide and two way configuration is needed in order to serve as an escape route due to floods and/or Tsunamis.

2. Alternatives 2 and 3 will encroach 10 feet into Almond St and will also impact to existing parks at Astor Street and at Orleander Street. Like many of parks in our community, children play and senior citizens walk along Almond Street every day. Mothers and their children walk use these parks every day and walk along Almond St. An alternative that encroaches into our community will create expose families and children to more vehicle exhaust which causes **respiratory problems, lung disease and/or lung cancer**. The closer the freeway is closer to our community, the more exposed to vehicle exhaust and harmful toxics.

3. Funding is only available for Alternative 1. Alternatives 2 and 3 have a funding gap which will require OCTA to issue bonds and take more of the County's tax dollars. The community and residents do not favor this irresponsible tax-waste scenario.

Sincerely,



Elsbeth Schmidt

3530 Carnation Circle

Seal Beach, CA 90740

To - Smita Deshpande -

Please leave our "Wall" alone!
"No" to Moving the Soundwall.

Environmental Concerns!

"Air Quality"

Increased Noise Pollution!

"Sound"

Concerned,

Gloria Schmidt



Ms Gloria L. Schmidt
3570 Sunflower Cir
Seal Beach, CA 90740

PC-S19

From: Theodore Schraff [snorkadore@mac.com]
Sent: Saturday, June 02, 2012 4:48 PM
To: Parsons, 405.dedcomments
Cc: cbyrne@octa.net
Subject: The constant widening of freeways...

NO, NO, NO!

NO more lanes for freeways in OC! The solution is to get people OUT of their cars and expand public transportation(Reason #1).

Reason #2: The expansion of lanes of the 5 FWY creates some the of the most congested areas as soon as it comes to the LA County line....and don't blame LA- they've got it right by expanding public transportation!

Reason #3 Toll Roads are a complete bust and they were built on projections of increased population as well.....

Reason #4 Gas prices will only continue to rise (and the US consumes the most and pays too little compared to to other countries...but that's another subject). The voters of CA are looking for solutions that allow us to NOT fill tanks weekly.

Reason #5 More lanes=more cars=more pollution!

REASON #6 The prohibitive 'one million dollars a mile' cost of roads.

REASON #7 Will the widening also include overpriced, overused, plastic 'art' like on some of the freeways of OC?

If CALTRANS could come up with plans for a partially elevated rail system along the major freeways of California we would all jump for joy! And please make it SOLAR.

The age of big oil and big cars is soon to reach it's tipping point.
 Let's plan for the FUTURE. Freeways are a 75 year old idea....

Thanks for listening,

Theodore P. Schraff III
 OC resident, taxpayer, and voter

PC-S20

To Whom it May Concern,

I strongly do NOT want the sound wall taken down and moved closer to the homes. I live right off of Almond and feel the noise would greatly increase plus lower the value of the homes.

Almond needs to be two lanes. It is a major street making access to all the cul-de-sacs. How will we access our homes?

*Linda Scott
 3530 Jasmine Cir
 Seal Beach*

PC-S21

From: William Sedlak [wils.1910.120@gmail.com]
Sent: Tuesday, July 17, 2012 3:13 PM
To: Parsons, 405.dedcomments
Subject: Comments on I-405 Improvements Draft EIR

After a review of the alternatives, I would like to voice my opposition to the addition of toll lanes to the I-405 (Alternative 3). The introduction of these lanes will create additional points of turbulence in the traffic patterns for the entry and exit points, which will impact the non-toll paying public more than the toll lane occupants. The I-405 from the SR 55 interchange is already highly congested and does not have sufficient room to install toll road inlets, so the traffic would be impacted adversely in this case, and any Additionally, this system, by its nature, generates a stereotype that the "rich" can simply bypass traffic by paying a toll while leaving the general population to suffer in traffic jams.

Additionally, it appears that vehicles traveling north in the carpool lane, on approaching Fairview, would need to leave that carpool lane and merge into the GP lanes if they do not want to (or cannot afford to) pay the toll. This would further add to the turbulence in the traffic and more congestion in the GP lanes.

The provision for HOV3 occupancy is now a contradiction in terms. The number of smaller, high mileage vehicles has drastically increased in the recent years. However, many of these vehicles are not really practical for carrying more than 2 passengers other than small children, due to the size of the vehicle. The requirement to use of the 3+ person criteria will encourage the use of larger heavier vehicles that get worse mileage in comparison.

Between Alternative 1 and Alternative 2, I would support Alternative 2, even though it costs slightly more and takes slightly longer to construct. The additional road ROW will become increasingly hard to obtain with time and postponing this acquisition will only further delay its implementation.

Thank you for the opportunity to provide comments,

--
Bill Sedlak
Fountain Valley, CA
714-812-5374

PC-S22

From: James Seippel [jseippel@sbcglobal.net]
Sent: Thursday, June 14, 2012 1:48 PM
To: Parsons, 405.dedcomments
Subject: I-405 Project

Regarding the I-405 Project, I would like to see the No-Build option: however, it sounds like this has little chance so I would vote (recommend) option #1. I would also like to comment that Toll roads (all Toll roads) are nothing more than a scam and legalized theft of Taxpayers money!!!

Thank you for the opportunity to comment.
jim seippel

PC-S23

From: Seiff, Kenneth [kseiff@uci.edu]
Sent: Tuesday, July 17, 2012 5:10 PM
To: Parsons, 405.dedcomments
Subject: Comments: 405 Freeway Improvement Project

Sirs--Thank you for the opportunity to submit comments regarding the proposed 405 Freeway Improvement Project. As a private citizen living in the close and direct vicinity of this project in College Park West, Seal Beach, very near Long Beach and L.A. County and the 405/605/22 junction, myself, my neighbors, and our community will be greatly impacted by the construction work involved in the project and how it ends up in our area. This is of course superimposed upon the major long term impact of other major road and transportation projects in our area more recently, including the largest West County Connectors Project and reconstruction of the 7th Street overpass. I make the following comments, requests, and recommendations for your kind consideration:

--Improving the 405 Freeway through Orange County up to the junction with 22/605 will allow much more efficient and increased traffic volume and flow right where the project is currently planned to end, at that major interchange, and into Long Beach/L.A. County and portions of Seal Beach/Orange County right at that area. Of most concern to me and many other residents who live in this greater area would be the potential further impact of greatly increased traffic flow with all that implies over time at the 22 Freeway/7th Street/Studebaker Road interchange: I do not believe this interchange will be able to handle this safely or without a major structural failure of some type. This interchange is located literally a half mile or less from the 405/605 junction, where the 22 ends and the greater interchange (both north and south of the 22/7th Street) has suffered from crumbling infrastructure, poor drainage, poor lighting, and safety issues for many, many years. Yet this is a key component in the transportation and traffic network of our immediate area and even beyond. This area is the "gateway" to high traffic density to and from the Long Beach VA Hospital and Long Beach State University, just another mile or so further west on 22/7th Street as well as to the business, shopping, and residential areas of Belmont Shore, Naples, and the greater neighborhoods of east Long Beach; the west bound interchange (north of the freeway) also serves as the ONLY way in or out of my unique neighborhood, College Park West, in Seal Beach as it was designed at College Park Drive that intersects with the west bound off ramp of the 22 there. Unfortunately, since this interchange, although barely, does lay in L.A. County/Long Beach and in CalTrans District 9, there are apparently as of now no plans for any improvements to this area to handle the increased load from an improved 405 as being envisioned. This is a serious error and I truly call into question the ability of the infrastructure of that greater interchange to withstand for long the great superimposed stress of greater traffic volume and flow that will come with an improved 405 Freeway coming from the south. This interchange has really needed major improvement itself for many years; I have documented this in numerous other communications over the years, including comments regarding the WCC project; I will not go into particulars on that here but can supply specifics if requested. I have yet to meet or communicate with anyone, local resident, visitor, civic leader, public employee, or traffic/highway expert who has not agreed with this; I would invite anyone reading this communication to personally walk/drive the area with me to see this situation first hand if that person is not familiar with what I am referring to here. Actually, to be accurate, there is (thankfully) currently a project under way at the intersection of College Park Drive and the westbound off ramp to improve the traffic flow, access, and safety finally after all these years. This is thanks to the dedicated and persistent efforts of our Seal Beach City Councilmember, David Sloan, working with the great staff and City Council members of the east Long Beach area, city staff and executives of Long Beach and Seal Beach, as well as civic leaders of all the jurisdictions there, city, county, state (CalTrans and legislative). These efforts are very much appreciated and the project will make a big difference in that area I believe, including helping to handle any increased stress related to the 405 improvement. But the rest of the interchange (both north and south of the 22 out to Studebaker Road and the bridge on Studebaker over the freeway/7th Street will also have to be upgraded to safely and efficiently be able to handle this as well I believe. (I should state that the smaller upgrade project

PC-S23 Continued

PC-S24

underway at College Park Drive and the off ramp there was made possible by funding from CalTrans District 9 and OCTA related to mitigation related to the WCC project; recognition and appreciation should be duly noted but as well perhaps this might serve as a model for further mitigation and improvements at that entire interchange.

--Many have voiced concern that this project as shaping up has the potential to create a situation similar as to what happened with the 5 Freeway after major improvements in Orange County via OCTA. Unfortunately, due to lack of regional planning, these improvements ended right at the L.A. County /CalTrans District line, causing severe added stress right at that nexus that impacted the local area severely. This situation must be addressed ahead of time at all costs and mitigation measures MUST be planned for and incorporated into any improvement plan that will avoid this situation at the L.A./Orange County Line which is also where the 405/605/22 interchange. If this is not approached correctly, we who live and work in that area could be facing and traffic flow and access nightmare even much worse than the present at the termination of the 405 project at Long Beach. This is also directly related to my comments above regarding the 22nd Street/Studebaker Road greater interchange; I truly do not feel this roadway and support structures will be able to safely and durably handle the stress of increased traffic volume and flow either due to serious physical infrastructure potential problems and/or traffic congestion and/or safety issues. In summary, careful coordination and mitigation measures must be taken to best be able to avoid these serious potentialities that ideally need to involve the geographical, civic, and political entities both in Orange and L.A. counties. Major attention to the key and central greater 22nd Street/Studebaker Road interchange absolutely must be part of this and it appears that a major upgrade of that area also would be the only optimal and longer lasting solution.

--My own personal belief is that no community or area should be "forced" to accept encroachment from the freeway improvements, such as movement of sound walls, etc., if they do not wish this. I am not sure of what other solutions may be feasible, but it seems there has been overwhelming expression of this sentiment at the town hall meetings that have been held so far as well. Further, as was done with the WCC project, mitigation funds and measures requested by cities and jurisdictions along the freeway to be directly impacted by the construction, etc., should be very strongly considered. This also should be case for Long Beach where the improved 405 will spill out increased traffic volume and flow, at the termination of the 405 project and I know the City of Long Beach has expressed some very serious concerns about the projects.

--Personally, I am opposed to toll lanes and request these NOT be included as part of any 405 Improvement Project. Further, I believe most who have expressed an opinion at any of the hearings agree with me on this. In reviewing the data for toll lanes generally and in Orange County in particular, it does not appear these have been as successful as hoped in our area and it is my view that the data does not suggest all that much cost feasibility.

Thank you again for your time and interest in these regards. Please feel free to contact me at any time if desired. Best wishes—Ken Seiff

Kenneth H. Seiff

7/16/12

121 Yale Lane

Seal Beach, CA 90740

562-594-0652

From: Slucy61 [mailto:slucy61@aol.com]
Sent: Wednesday, June 06, 2012 8:58 AM
To: Christina Byrne
Subject: 405 expansion

NO on #3 for Fairview expansion....

Debbie Serrano

1


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3

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PC-S25

PC-S26



I-405 Improvement Project Public Hearing Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.





Meeting Venue (please check one of the following):


☐ Monday, June 4, 2012 – Orange Coast Community College
 ☐ Thursday, June 7, 2012 – Rush Park Auditorium
☐ Wednesday, June 6, 2012 – Westminster Community Center
 ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): <u>Monica Savagian</u>	
Organization: _____	
Address (Optional): _____	
Phone Number: <u>626-6229784</u>	Email address: <u>monicaosavagian@hotmail.com</u>

Comments: The construction of the I-405 Improvement is long overdue, as a commuter that uses that freeway the congestion of the traffic is horrible with this new improvement that will reduce and therefore make it a much less stressful commute. So as a commuter I support it.

(Space for comments continued on reverse)



I-405 Improvement Project Public Hearing Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.





Meeting Venue (please check one of the following):

☐ Monday, June 4, 2012 – Orange Coast Community College
 ☐ Thursday, June 7, 2012 – Rush Park Auditorium
☐ Wednesday, June 6, 2012 – Westminster Community Center
 ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): <u>Monica Savagian</u>	
Organization: <u>Local 652 Laborers</u>	
Address (Optional): <u>1501 W. BISHOP ST. SANTA ANA, CA 92703</u>	
Phone Number: <u>714-443-6533</u>	Email address: _____

Comments: much traffic congestion
in western part of

(Space for comments continued on reverse)

PC-S26 Translation

Comment:

A lot of traffic and a lot of accidents and we need jobs.

PC-S28

From: Roy Shahbazian [roy@bettercommute.org]
Sent: Monday, July 16, 2012 7:18 PM
To: Parsons, 405.dedcomments
Subject: I-405 DEIS/EIR Comment Period (message 2 of 2)

My comment on the I-405 DEIS/EIR includes three referenced documents. I attached the first referenced document with my comment letter in a previous message. The other two documents were rejected by the Parsons email server due to size (see error message below). Please download the remaining two referenced documents from the following web locations.

http://www.dot.ca.gov/hq/oppd/hdm/HDM_050712.pdf
<http://octa.net/pdf/bikeways09.pdf>

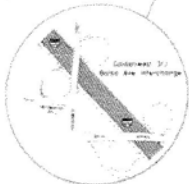
Let me know if you have any trouble viewing any of the four documents.

Roy Shahbazian

PC-S27

From: Roy Shahbazian [roy@bettercommute.org]
Sent: Tuesday, May 29, 2012 11:14 PM
To: Parsons, 405.dedcomments
Subject: I-405 Arterial Interchange diagrams

The I-405 DEIR includes helpful diagrams of the existing arterial interchanges.



It also includes text descriptions of the proposed interchanges such as this. Goldenwest Street and Bolsa Avenue Interchange. At the Goldenwest Street and Bolsa Avenue interchange, the project would widen Bolsa Avenue in both directions and the Goldenwest Street overcrossing in each direction. Ramps would be modified to provide additional lanes at their arterial ends for turn lanes and storage. Two ramps would be modified to intersect Bolsa Avenue at right angles.

Could you provide diagrams of the proposed arterial interchanges (similar to the diagrams of the existing interchanges)? If it's not clear from those diagrams, could you also tell me which loop ramps are proposed to have more than one lane.

Thanks

Roy Shahbazian

Mail server error message:

405.dedcomments.parsons@parsons.com
 SMTP error from remote mail server after end of data:
 host txpla02mx03.parsons.com [206.219.199.103]:
 550 5.7.0 Message Size Violation - Parsons

----- This is a copy of the message, including all the headers. -----
 ----- The body of the message is 32014424 characters long; only the first
 ----- 106496 or so are included here.

PC-S29

Roy Shahbazian
655 S Main St #141
Orange, CA 92868

16 July 2012

Smita Deshpande, Branch Chief
Caltrans-District 12
3347 Michelson Drive, Suite 100
Irvine, CA 92612

Rose Casey, Highway Programs Director
Orange County Transportation Authority
550 S Main St
Orange, CA 92868

Kevin Haboian, Project Manager
Parsons Transportation Group
2201 Dupont Dr Ste 200
Irvine, CA 92612

Re: I-405 DEIS/EIR Comments

Dear Ms. Deshpande, Ms. Casey and Mr. Haboian:

Thank you for the opportunity to comment on the 405 DEIR. The project plans show that CalTrans and the project team have included several improvements for pedestrian and bicyclist safety. Thank you for considering the OCTA Commuter Bikeways Strategic Plan in the development of the I-405 widening designs. The signalized crosswalks, sidewalks, bikelanes, and bicycle storage lanes that have been included in the plans will help Orange County residents safely use those portions of the transportation system.

Unfortunately, some aspects of the design do not allow pedestrians and bicyclists to safely use the transportation facilities. Several of the arterial interchange designs cause conflicts between pedestrians, bicyclists and motor vehicles. These include uncontrolled pedestrian crosswalks at ramps, free right-turn lanes where bicycles are expected, optional free right-turn lanes as well as omitted bikelanes. Due to the increased number of free right-turn lanes and increased volume of traffic, these impacts to pedestrians and bicyclists would be significant. The DEIR fails to include arterial interchange alternatives which would minimize impacts on pedestrians and bicyclists. While the DEIR does analyze delay to motor vehicle traffic, it fails to analyze the delay to pedestrians caused by crossing two lanes of freeway on-ramp traffic at unsignalized crossings. The DEIR also fails to analyze the projected change in pedestrian and bicycle traffic and the corresponding increase in conflicts between motorists and pedestrians and bicyclists caused by increased motor vehicle traffic volume. Although the DEIR mentions it in section 3.1.6.1, the report fails to analyze impacts related to the special needs of the elderly and the disabled at the crosswalks at arterial interchanges.

The DEIR also fails to analyze the traffic safety impacts to bicyclists who will have to merge through 1-2 lanes of freeway-bound motor vehicle traffic as they approach free right-turn lanes. In Appendix A, Section XVI (d), the DEIR claims that the increased hazards of such design features

PC-S29 Continued

will have less-than-significant impacts, which is inaccurate and requires analysis including projections of conflicts as a result of increased motor vehicle traffic as well as increased pedestrian and bicycle traffic. Not only does the DEIR fail to mitigate those impacts, but it does so while also neglecting to follow clear guidance in the Highway Design Manual on right-turn lane design. The DEIR further fails to include rationale for neglecting this guidance from the Highway Design Manual.

In Appendix A, Section XVI (f), the DEIR claims that the conflicts with adopted policies such as the Highway Design Manual regarding bicycle and pedestrian facilities will have less-than-significant impacts, which is inaccurate and requires analysis. The DEIR also fails to mitigate these impacts. In the same section (Appendix A, Section XVI (f)), the DEIR also claims that the decreased safety of bicycle and pedestrian facilities will have less-than-significant impacts, which is incorrect and requires analysis. The DEIR also fails to mitigate those impacts.

Fortunately, these impacts can be largely avoided simply by following existing policies, including the current Highway Design Manual. I would like to ask you to complete your team's good work by improving the project plans to allow pedestrians and bicyclists to safely use all of the arterials affected by this project. Any aspects of the design that overlook the safety of all users will negatively impact generations of pedestrians and bicyclists to come. Now is the time to properly address pedestrian and bicyclist safety and mobility impacts.

I'm sure you are aware of the following excerpts from the revised Deputy Directive 64 which should be followed in developing the project plans.

DD-64-R1

The Department views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system.

...

Chiefs, Divisions of Traffic Operations, Maintenance, Environmental Analysis, Design, Construction, and Project Management:

- Provide guidance on project design, operation, and maintenance of work zones to safely accommodate bicyclists, pedestrians, and transit users.
- Ensure the transportation system and facilities are planned, constructed, operated, and maintained consistent with project type and funding program to maximize safety and mobility for all users with legal access.
- Promote and incorporate, on an ongoing basis, guidance, procedures, and product reviews that maximize bicycle, pedestrian, and transit safety and mobility.
- Support multidisciplinary district participation in the project development process to provide for the needs of all users.

Employees:

- Follow and recommend improvements to manuals, guidance, and procedures that maximize safety and mobility for all users in all transportation products and activities.
- Promote awareness of bicycle, pedestrian, and transit needs to develop an integrated, multimodal transportation system.
- Maximize bicycle, pedestrian, and transit safety and mobility through each project's life cycle.

There is more work to be done to maximize bicycle, pedestrian and transit safety and mobility in this project.

PC-S29 Continued

As cited in the DEIR, Federal requirements also apply, including this excerpt from Title 23 Code of Federal Regulations Section 652.

23 CFR 652

Where current or anticipated pedestrian and/or bicycle traffic presents a potential conflict with motor vehicle traffic, every effort shall be made to minimize the detrimental effects on all highway users who share the facility.

The Highway Design Manual provides specific direction in this regard. The project plans should be improved to be consistent with this direction from the Highway Design Manual. Below are the relevant excerpts.

Highway Design Manual 403.6

403.6 Turning Traffic
(1) Treatment of Intersections with Right-Turn-Only Lanes.

...
Optional right-turn lanes should not be used in combination with right-turn-only lanes on roads where bicycle travel is permitted.

...
Multiple right-turn-only lanes should not be free right-turns when there is a pedestrian crossing. If there is a pedestrian crossing on the receiving leg of multiple right-turn-only lanes, the intersection should be controlled by a pedestrian signal head, or geometrically designed such that pedestrians cross only one turning lane at a time.

...
Locations with right-turn-only lanes should provide a minimum 4-foot width for bicycle use between the right-turn and through lane when bikes are permitted.

...
(2) *Intersections at Interchange Design.* The design of at-grade intersections at interchanges should be accomplished in a manner that will minimize confusion of motorists and bicyclists. High speed, uncontrolled, low angle entries and exits from freeway ramps should not be used at the intersection of the ramps with the local road. These types of ramp intersections are appropriate for ramp merges onto freeways, but not at ramp intersections with local roads. Higher angle intersections tend to reduce speeds at conflict points between motorists, bicyclists, and pedestrian.

Highway Design Manual 502.2*502.2 Local Street Interchanges*

Local road interchanges ramp termini should be perpendicular to the local road. The high speed, shallow angle, ramp termini of the past are problematic for pedestrians and bicyclists to navigate.

The concepts from the Highway Design Manual can be applied to the arterial interchange designs to improve safety for pedestrians and bicyclists. Failure to do so would give an injured plaintiff's attorney the opportunity to argue that CalTrans knowingly disregarded guidance in the Highway Design Manual. Below are specific suggestions to implement the Highway Design Manual guidance and improve pedestrian and bicyclist safety.

(The diagrams below are oriented with the Southbound I-405 lanes towards the top of the diagram and the Northbound lanes towards the bottom, consistent with the project plans.)

Harbor Blvd

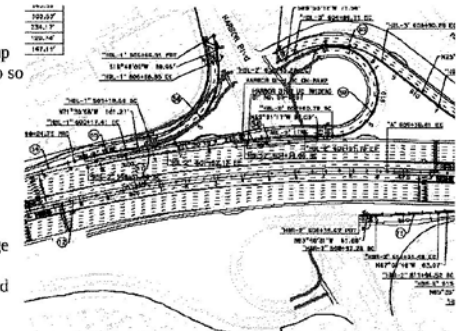
NB Harbor to SB 405: move the on-ramp to a common intersection with SB 405 off-ramp so that the ramp terminates perpendicular to the arterial and signalize it [HDM 502.2].

Even though the other ramps aren't proposed to be changed, minor re-alignments should be considered to improve safety of pedestrians and bicyclists at this interchange [HDM 502.2]. If for any reason any free right-turn lanes are retained and bicyclists must merge through freeway-bound motor vehicle traffic, "appropriate signage and striping should be used to warn bicyclists and motorists of the merge" [OCTA Commuter Bikeways Strategic Plan section 2.6.3]. Signage for the merge lanes should emphasize that traffic entering the freeway should yield to through bicycle traffic. Signage, striping and geometric design should remove any ambiguity about who should yield. (Merging traffic should always yield to through traffic.)

Regardless of the ramp configuration, all the pedestrian crossings should be signalized. Given the magnitude of this overall project, adding a sidewalk on the west side of Harbor Blvd should be re-considered.

Ellis Ave

The EB Ellis to SB 405 ramp adds a new free right-turn lane which creates conflicts for pedestrians and bicyclists. The interchange's proximity to the Santa Ana River Trail makes this particularly problematic. The crosswalk should be signalized and be consistent with the Highway



PC-S29 Continued

Design Manual 403.6. For any free right-turn lanes, "appropriate signage and striping should be used to warn bicyclists and motorists of the merge" [OCTA CBSP 2.6.3]. Signage for the merge lanes should emphasize that traffic entering the freeway should yield to through bicycle traffic. Signage, striping and geometric design should remove any ambiguity about who should yield. (Merging traffic should always yield to through traffic.)

Euclid St

Even though no work is proposed on Euclid St, given the magnitude of the overall project, crosswalks and sidewalks should be included on both sides of Euclid St.

Brookhurst St

SB Brookhurst to SB 405: the ramp terminus should be perpendicular to Brookhurst [HDM 502.2, 403.6(1)] and signalized. Provide a minimum 4-foot width for bicycle use between the right-turn and through lane [HDM 403.6(1)] (5-foot width is preferred). Why not design it like the proposed Magnolia interchange?

SB Brookhurst to NB 405: terminate at the NB 405 intersection perpendicular to Brookhurst [HDM 502.2] and signalized. Provide a minimum 4-foot width for bicycle use between the right-turn and through lane [HDM 403.6(1)].

NB Brookhurst to NB 405: the ramp terminus should be perpendicular to Brookhurst [HDM 502.2] and signalized. Provide a minimum 4-foot width for bicycle use between the right-turn and through lane [HDM 403.6(1)].

Regardless of the ramp configuration, all the pedestrian crossings should be signalized.

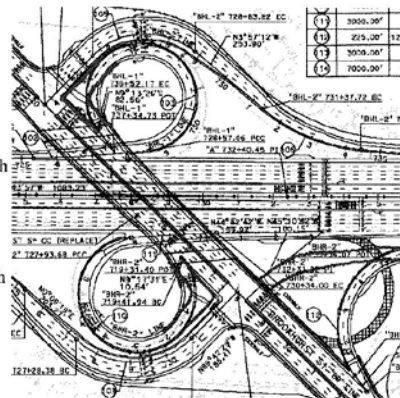
Thanks for removing the other loops ramps.

Signs or pavement markings should be included to make it clear how bicyclists should proceed through the local interchange area and make it clear to motorists where to expect to encounter bicyclists. Possible examples include sharrows or "Bicyclists may use full lane". If for any reason any free right-turn lanes are retained or bicyclists must merge through freeway-bound motor vehicle traffic, "appropriate signage and striping should be used to warn bicyclists and motorists of the merge" [OCTA CBSP 2.6.3]. Signage for the merge lanes should emphasize that traffic entering the freeway should yield to through bicycle traffic. Signage, striping and geometric design should remove any ambiguity about who should yield. (Merging traffic should always yield to through traffic.)

Warner Ave

WB Warner to NB405: combine with the NB 405 off-ramp so that the ramp terminates perpendicular to the arterial and signalize it [HDM 502.2]. Provide a minimum 4-foot width for bicycle use between the right-turn and through lane [HDM 403.6(1)].

EB Warner to SB405: combine with the SB 405 off-ramp so that the ramp terminates



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PC-S29 Continued

perpendicular to the arterial and signalize it [HDM 502.2]. Provide a minimum 4-foot width for bicycle use between the right-turn and through lane [HDM 403.6(1)].

If for any reason any free right-turn lanes are retained or bicyclists must merge through freeway-bound motor vehicle traffic, "appropriate signage and striping should be used to warn bicyclists and motorists of the merge" [OCTA CBSP 2.6.3]. Signage for the merge lanes should emphasize that traffic entering the freeway should yield to through bicycle traffic. Signage, striping and geometric design should remove any ambiguity about who should yield. (Merging traffic should always yield to through traffic.)

Regardless of the ramp configuration, all the pedestrian crossings should be signalized.

Magnolia Ave

Excellent ramp design for the most part

SB Magnolia to NB405: terminate ramp at NB405 off-ramp intersection so that the ramp terminates perpendicular to the arterial and signalize it [HDM 502.2] (like SB Beach Blvd to NB 405)

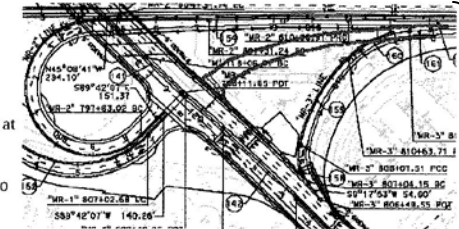
Bikelanes from the Commuter Bikeways Strategic Plan should be included in this project. The City of Huntington Beach has a proposed bikeway on this segment of Magnolia from the city boundary at the I-405 to Warner [OCTA CBSP page 84]. Although the CBSP only includes the portion of the bikeway within the City of Huntington Beach, the bikelanes should extend at least to the northbound on-ramp and on both sides of Magnolia Ave. Please work with the cities of Huntington Beach, Fountain Valley and Westminster to coordinate a solution that provides mobility for bicyclists. If bikeways are not included for any reason, sufficient roadway width should be included so bikelanes can be added in the future and signs or pavement markings should be included to make it clear how bicyclists should proceed through the local interchange area and make it clear to motorists where to expect to encounter bicyclists.

If for any reason the free right-turn lane is retained or bicyclists must merge through freeway-bound motor vehicle traffic, "appropriate signage and striping should be used to warn bicyclists and motorists of the merge" [OCTA CBSP 2.6.3]. Signage for the merge lanes should emphasize that traffic entering the freeway should yield to through bicycle traffic. Signage, striping and geometric design should remove any ambiguity about who should yield. (Merging traffic should always yield to through traffic.)

Regardless of the ramp configuration, all the pedestrian crossings should be signalized.

Heil Ave

The pedestrian and bicycle bridge should be designed to accommodate bicyclists connecting to nearby Class 1 bikeways. The curve radius of the bridge ramp should be designed to Class 1 bikeways standards and be large enough for bicyclists. Signage should be included to minimize conflicts between pedestrians and bicyclists.



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PC-S29 Continued

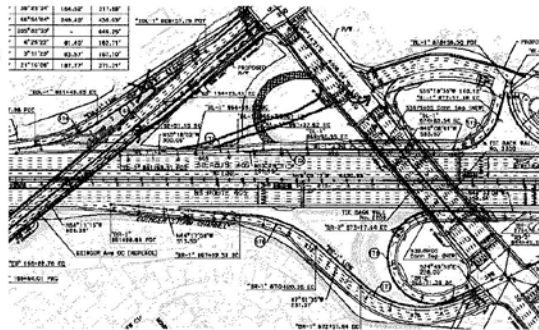
Beach Blvd

SB Beach to WB Center Ave: change the free right-turn plus optional free right-turn to a perpendicular, signalized intersection at EB Center Ave intersection (shown in red) [HDM 502.2, 403.6(1)] Provide a minimum 4-foot width for bicycle use between the right-turn and through lane [HDM 403.6(1)].

NB Beach to NB 405: great design

SB Beach to NB 405: great design; Why not use this geometry for the Brookhurst and Magnolia interchanges too?

Thank you for removing the other loop ramps.

**Edinger Ave**

The segment of Edinger near I-405 is a small gap in the bikeway network. Thank you for including the bikelane in the project design. The bicycle lane should continue West of Beach Blvd on Edinger Ave at least to the project limits. The ramp from EB Edinger to SB-405 is problematic for bicyclists and it doesn't allow for a crosswalk. The optional free-right-turn lane is contrary to the Highway Design Manual section 403.6(1). Pictured in the diagram above are three possible alternatives in blue, green and purple which improve pedestrian and bicyclist safety and mobility [HDM 502.2]. Every effort should be made to minimize the detrimental effects of conflicts between motor vehicles and bicycles and pedestrians [23 CFR 652].

Bolsa Ave

Great improvements. There are many cyclists in this area. This design is a great step forward for accommodating all road users. Thank you.

Goldenwest St

SB Goldenwest to SB405: signalize the crosswalk. The light can be green for motor vehicles almost all the time, but when a pedestrian needs to cross traffic must stop anyway. A signal would make it clear to motorists and pedestrians when they should proceed and when they should wait. Why wouldn't you include a signal for the crosswalk?

Westminster Blvd

Remarkable improvements! Thanks for adding the bikeways included in the CBSP and for taking seriously HDM and DD-64-R1 and improving safety for all roadway users.

All pedestrian crosswalks should be signalized.

PC-S29 Continued

Bolsa Chica

The design should not preclude adding crosswalks in the future. Even though the current land use isn't popular for pedestrians, the land use may change within the lifetime of the project.

Seal Beach Blvd

It looks like it includes a bicycle storage lane which makes it clear where cyclists should ride and where motorists should expect to encounter cyclists. Good bikeway design; thank you. The design should not preclude adding crosswalks in the future.

Whether you can accept these specific recommendations or not, I urge you to follow the direction of the current Highway Design Manual and DD-64-R1 to improve the safety and mobility of pedestrians and bicyclists. If for any reason any of the ramps are not corrected to be perpendicular to the arterial, signalized crosswalks and bicycle signage should be included to minimize confusion of motorists and bicyclists.

Since low-income and minority populations would be disproportionately affected by the pedestrian and bicycle aspects of this proposed project, an analysis of these disproportionate impacts should be performed. These population groups, especially among the pedestrians and bicyclists who currently use such facilities in the project area, should be specifically notified of the potential impacts and analysis as well as have an opportunity for public participation.

The temporary construction impacts to pedestrians and bicyclists will cause significant delays. Pedestrian trip lengths could be doubled due to bridge or sidewalk closures. Public participation in a task force should be facilitated to identify mitigation measures for construction impacts (possibly involving the Orange County Bicycle Coalition, Safe Routes to School, OCTA CAC Bicycle and Pedestrian Subcommittee and the Alliance for a Healthy Orange County). This would also help bicyclists and pedestrians prepare for the closures.

It has been decades since this freeway has been widened and the next opportunity to improve safety for pedestrians and bicyclists near these arterial interchanges might be 30 years from now. If there were ever a time to design this project right, this is it. I urge you to take full advantage of this opportunity.

Thank you for your consideration.

Sincerely,

Roy Shahbazian

Attachments:

Deputy Directive 64 (Rev 1)

Highway Design Manual (5/22/12)

OCTA Commuter Bikeways Strategic Plan (2009)

PC-S30

From: Amy Shaw [amy.r.shaw@hotmail.com]
Sent: Monday, July 16, 2012 9:37 AM
To: Amy Shaw
Subject: Please say "No" to Alternative #3 on the 405

Hello,

I'm writing to request that you say 'No' to Alternative #3, the Express Toll Lanes, on the I-405 Improvement Project. I do not feel that this option complies with the Measure M funding that says money would not be used to build any toll lanes; it also does not provide access to the majority drivers. The best option is Alternative #2 which would provide access to the two new lanes to ALL drivers, not just those willing to pay extra for it. We are already paying for the freeway with our tax dollars via Measure M.

Please say 'No' to Alternative #3 and 'Yes' to an alternative that is beneficial to the majority of the drivers on the 405.

Thank you,

Amy Shaw
Resident of Costa Mesa

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PC-S32

From: Shaw Ben [rockyshaw01@yahoo.com]
Sent: Wednesday, June 06, 2012 8:21 AM
To: Parsons, 405.decomments
Subject: 405 expansion

Gentlemen:

We oppose adoption of Plan 3 for the 405 expansion. It denies access to Costa Mesa residents to the "improvements". Hooking up at Magnolia is not acceptable. Plan 2 meets the needs for additional lanes, avoids the useless toll lane and decreases travel time to the 605. This expansion should be done without touching the Fairview St bridge.

In addition, it would be wise on your part to make sure your support staff is not making snide remarks concerning the citizens point of view expressed at the informational meetings. It is not a joke to residents and we expect full attention to our views. "Let's just block off all off and on ramps to Costa Mesa and see how they like it" which one of your staff stated while speakers were speaking doesn't make citizens have confidence in your company.

Sincerely,
Ben and Susan Shaw
2870 Tabago Place
Costa Mesa, CA 92626

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PC-S31

June 7, 2012

Smitha Deshpande
Branch Chief - Cal Trans District 12
Attn: 405 DEIR/DEIS Comment Period
2201 Dupont Dr., Suite 200
Irvine, CA 92612

Dear Ms. Deshpande,

We oppose plan 3 for the expansion of the 405. It denies the residents of Costa Mesa easy access to the "improvements". Plan 2 adds lanes and decreases travel time without wrecking the new bridge at Fairview.

Toll lanes have not been the great money makers first thought and adding one here is not the best way to go.

Sincerely, *Ben & Susan Shaw*
Ben and Susan Shaw
2870 Tabago Place
Costa Mesa, CA 92626

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PC-S33

From: Dave Shea [shaveday@yahoo.com]
Sent: Monday, June 18, 2012 10:53 AM
To: Parsons, 405.decomments
Subject: 605 South connector to 405 South

Hi,

I was wondering if there are plans to alleviate the "turmoil" that exists where the 605 South turns into 2 lanes on the left to go to the 405 South. Cars fly down the #3 lane to bypass congestion and then cut in at the last second. I guess the lane change is legal, but it is very dangerous and not very fair. Are there plans that address this? Thanks for your time.

Dave Shea
Long Beach

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PC-S35

August 6, 2012

Smita Deshande
CAL TRANS District 12
2201 Dupont Drive #200
Irvine, CA 92612

Regarding: Alternative One

Thank you for taking the time to read our letter. After reading the Alternatives affecting our area, we must voice our opinions and accept only Alternative One.

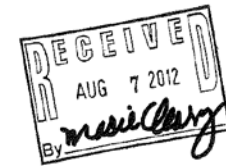
If you lived in our neighborhood, you would also choose this option. The moving of the sound wall is a terrible idea to all who live near it. You would not want that to happen if you lived here. If you take the time to drive down Almond and look to see what they're planning to do, you would see how greatly it would impact our neighbors who live along that street. It would also lower the value of all homes in this tract, and increase noise and dust from the monstrous freeway that is slowly taking over our land.

Please help to keep this from happening.

Thank you.


Julia M. Shores

James W. Shores
Residents of College Park East
4833 Fir Avenue
Seal Beach, CA 90740



PC-S36

PC-S37



I-405 Improvement Project

Public Hearing

Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.





Meeting Venue (please check one of the following):

☐ Monday, June 4, 2012 – Orange Coast Community College
 ☐ Thursday, June 7, 2012 – Rush Park Auditorium
☐ Wednesday, June 6, 2012 – Westminster Community Center
 ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): <u>ARIO P. SILVESTRE</u>	
Organization: <u>Labac Local 652</u>	
Address (Optional): <u>1523 W. 10th St. Santa Ana, CA 92703-2001</u>	
Phone Number: <u>714-953-9711</u>	Email address:

Comments: It will also help our infrastructure of the county and state.

(Space for comments continued on reverse)

From: Terry Simpson [TSimpson@secmet.com]
Sent: Monday, June 18, 2012 1:00 PM
To: Parsons, 405.dedcomments
Subject: 405 Expansion Comment

I live at 6181 Camphor Avenue, Westminster.

When we beat this expansion ideas around 3 plus years ago, there was no mention of an Express (toll) option.

Not sure where it came from other than the county trying to make some money.

I was at the Westminster public hearing and as you are well aware of, everyone there was against the TOLL option.

I am strongly AGAINST this option. I car pool daily but there are only two of use so we could not use the HOV EXPRESS lanes without Paying, which is not even an option.

May I ask why there never was any talk on making the HOV lanes being standard lanes at non rush hour times like many other California and Arizona cities have them?

Thanks.

Terry Simpson

Security Metal Products Corp

An ASSA ABLOY Group brand


p 310-641-6690 x105

f 310-641-6601

tsimpson@secmet.com

PC-S38

PC-S38 Continued





 **I-405 Improvement Project**
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (EIR/EIS). Comments must be received by Caltrans no later than July 17, 2012.

Name (First and Last): Peter TSINABAL
Organization: ASIAN BUSINESS ASSOCIATION JCC
Address (Optional):
Phone Number: 714 2707834 Email address: peter.mooncpa@aol.com

Comments: OCTA is doing a great job in handling the widening the I-405 expressway based on its plan due to traffic conditions and enhancing road safety and freeway capacity. Perhaps the only concern is that please make sure that the sound proof wall as a result of widening the freeway would be much improved to attenuate expected increase in noise due to increase in traffic.

(Space for comments continued on reverse)

As such, improving the sound proof wall would not endanger the kids especially who lives close to the walls through noise disturbances!

Thanks very much to OCTA for taking if not I spent 3.5 hours a day commuting on the 5 freeway! Hopefully, OCTA would also look at the 5 freeway on how to alleviate the traffic congestion.

Please use another sheet if you need more space for your comments.

Submit completed response sheets, by mail by July 17, 2012 to:
Ms. Smitta Deshpande
Branch Chief - Caltrans District 12
Attn: 405 DEIR-DEIS Comment Period
2201 Dupont Drive, Suite 200
Irvine, CA 92612

For more information on the I-405 Improvement Project, please contact:
Christina Byrne, Outreach Manager
(714) 560-5717
www.octa.net/405Improvement
www.facebook.com/405Improvement

Responses may also be emailed to:
405.deircomments.parsons@parsons.com

PC-S39

PC-S40

From: Jan Sledge [jan.sledge@yahoo.com]
Sent: Tuesday, July 03, 2012 8:14 PM
To: Parsons, 405.dedcomments
Subject: I-405

I resided in Huntington Beach for 13 years and still spend most of my time in Huntington Beach even though my home is currently in West Anaheim. I have several issues with this project.

1. Why aren't we putting this \$1.7 Billion dollars towards rapid/mass transit? We will outgrow the 2 additional lanes you are adding before you finish the construction. In fact, we've already outgrown them. Certainly that has been my experience for the 24 years I've lived in this area. By the time you adjust the freeway, the problems remain the same. Nothing is fixed. You keep putting band aids on a problem that requires surgery.
2. The disturbance to the whole of Huntington Beach during construction years on surface streets as well as the 405 will be a nightmare on a daily basis for those that live there, albeit that is a short term issue/problem.
3. The long term nightmare will be NB on 405 from OC to LA County when 9 lanes have to merge into 5 lanes during morning and evening commutes. We already have 7 merging into 5 and if you drive the NB 405 you know where that gets you.
4. Also long term will be the quality of air while all these commuters are parked on the 405 spewing emissions into the environment. To say nothing of the added expense to the commuter's gasoline bills every month.
5. The Toll Lane --- folks from the Huntington Beach area won't have access because of where the entrance and exits to the Toll Lane will be placed, but they get a lot of the negative aspects of this "improvement". I wonder how many HB residents know that.
6. At what point do you quit adding lanes to freeways and deal with the real problem -- lack of rapid/mass transit? If I were to visit in the 2020 -- 2030 years would I find that this freeway has been enlarged from 18 lanes in width to 24 lanes? Who will lose their homes/businesses to eminent domain for this purpose as we repeat the same mistake over again in the future -- at what point do you quit enlarging freeways and develop rapid/mass transit!! Trains and or monorails down the 405 and satellite stations with buses on surface streets. Meanwhile, we've wasted our taxpayers money \$1.7 Billion because this will not fix the problem of too many cars on the 405.
7. Whatever happened to living "green"? Certainly this is not going to help
8. Carpool lane -- 3 instead of 2 to use the carpool lane? How is this going to help move traffic along in the GP lanes? More pressure to get folks to use Toll Lane?
9. Who gets the money from the Toll Lane? Are they the force behind this project so they can make money? I feel fairly sure this money will be going into some business/company pockets and not contribute towards replenishing the coffers that hold public tax monies. (Plus they get to ramp up the cost of using the Toll Lanes; just look at the 73 that started out fairly affordable and is now unbelievable!!) Again. How does this help get the traffic moving in the GP lanes for the long term?

I realize I'm wasting my breath, that you have plans to move forward with this regardless of how those of us who live in this area feel; you already have spent a boat load of cash in analysis and reports. It's obvious that you are just going through the motions for public comment. However, if people speak out and if enough of us raise enough of a racket at some point the politicians need to get re-elected so there must be some weight for us in there somewhere on these issues that impact our lives so extensively and expensively even though we won't make a difference with this particular issue. Just let me go on record as stating I do not want this I-405 project and would prefer you use the monies to develop rapid/mass transit. You should have started rapid/mass transit development 40 years ago instead of adding lanes to freeways. It's a waste of tax payers monies and puts money in big business pockets for tolls under the ruse of helping traffic on the 405...we can see through this ruse and folks will be living with the problems it will create/exacerbate while you construct it and once you finish it.

Jan Sledge
Jan.sledge@yahoo.com



Mr. & Mrs. Smillie
4488 Birchwood Ave.
Seal Beach, CA 90740

Tel: 562-431-2438

6-20-12

Dear Smita Deshpande,

As a long-time (since 1969) resident of College Park East, I am writing you to express my concern relative to the Soundwall adjacent to our tract of homes.

Even in its present location, we experience quite a lot of vibration. However, if it were to be relocated even deeper into our area (as a result of freeway expansion) we would most certainly be adversely impacted a great deal.

Accordingly, we respectfully request that you decide to leave the wall in its present position.

Sincerely, M. & M. Smillie

PC-S41

PC-S41 Continued

S Andrew Smillie
4488 Birchwood Ave
Seal Beach, CA 90740

Tel: 562-431-24

12 July 12

Dear Supervisor Moorbach,

We live in an area of Seal Beach called College Park East. I am writing to you to express my concern with respect to the negative effect on our community that will be caused by certain aspects of the I-405 Improvement Project as outlined in the Environmental Imp Report.

Specifically, there is now in position the Almond Ave Sound Wall. Evidently, two alternatives being considered would relocate this Sound Wall a further 10 feet into our tract of homes. Frankly, this wall in its present location is now too effective. (There is a constant "roar" from the Freeway.

2.

Consequently, relocating the Sound Wall a further 10 feet into our area will definitely adversely affect our quality of life with respect to air quality and noise levels.


Therefore, we respectfully request that you not support any plan to relocate the Sound Wall.

Sincerely,

A. G. Smillie

PC-S42

PC-S43



I-405 Improvement Project

Public Hearing

Comment Sheet

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☒ Wednesday, June 6, 2012 – Westminster Community Center
 ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): <u>ALICE Smith</u>	
Organization: <u>Housewife</u>	
Address (Optional): _____	
Phone Number: <u>714-998-1848</u>	Email address: <u>ALICE4U@MSN.COM</u>

Comments: The Traffic in that area
IS terrible Please use option 3
and fix this traveling Nightmare.

(Space for comments continued on reverse)

Smita Deshpande, Branch Chief,
Caltrans-District 12, "Attn: 405 DEIR-DEIS Comment Period"
2201 Dupont Drive, Suite 200
Irvine, CA, 92612

Subject: State Route 405 (I-405; San Diego Freeway) between SR-73 and I-605
and Draft EIR/EIS

I am concerned about the impacts the State Route 405 improvement project will have on our community. I am especially concerned about Alternative 3 which will widen the San Diego Freeway in the City of Costa Mesa and convert an existing car pool lane to a toll lane.

Alternative 3 would require that the Fairview/I 405 interchange be demolished and rebuilt, even though it was just rebuilt three years ago. Residences and public parks near the I-405 will be adversely affected both during construction and upon completion of the project. Problems include air pollution, noise, and degradation of the visual quality of our neighborhoods. Ramp closures at Harbor, Fairview, and South Coast will not only inconvenience residents, but impair access to the many businesses which contribute to our local and regional economy.

In addition,

*We don't want to be a big city
with extra traffic routed our way.
The congestion that will be created
with the construction will be devastating!*

Please include these comments in the public/administrative record for this project and the project EIR/EIS. Thank you for the opportunity to comment.

Yours truly,

Ann C. Smith
(Name)

1390 Shannon Dr., Costa Mesa
(Address) (City)

☒ Please keep me informed about future hearings and future steps in the review process for the I-405 project.

PC-S44

Smita Deshpande, Branch Chief,
Caltrans-District 12, "Attn: 405 DEIR-DEIS Comment Period"
2201 Dupont Drive, Suite 200
Irvine, CA, 92612

Subject: State Route 405 (I-405; San Diego Freeway) between SR-73 and I-605
and Draft EIR/EIS

I am concerned about the impacts the State Route 405 improvement project will have on our community. I am especially concerned about Alternative 3 which will widen the San Diego Freeway in the City of Costa Mesa and convert an existing car pool lane to a toll lane.

Alternative 3 would require that the Fairview/I 405 interchange be demolished and rebuilt, even though it was just rebuilt three years ago. Residences and public parks near the I- 405 will be adversely affected both during construction and upon completion of the project. Problems include air pollution, noise, and degradation of the visual quality of our neighborhoods. Ramp closures at Harbor, Fairview, and South Coast will not only inconvenience residents, but impair access to the many businesses which contribute to our local and regional economy.

In addition,

Please include these comments in the public/administrative record for this project and the project EIR/EIS. Thank you for the opportunity to comment.

Yours truly,

Jason Smith
(Name)

1390 Hanna Ln. Costa Mesa
(Address) (City)

☒ Please keep me informed about future hearings and future steps in the review process for the I- 405 project.

PC-S45



I-405 Improvement Project Public Hearing Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

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- ☐ Monday, June 4, 2012 – Orange Coast Community College ☐ Thursday, June 7, 2012 – Rush Park Auditorium
☐ Wednesday, June 6, 2012 – Westminster Community Center ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Jason Smith
Organization: LOCAL # 582
Address (Optional): 102 STONERIDGE DR. SANTA ANA, 92704
Phone Number: 714-400-605 ext Email address: jsmith1870@yahoo.com
714-839-1820 hm.


Comments: MORE WORK! MORE WORK!! PLEASE

(Space for comments continued on reverse)



PC-S46

PC-S47



I-405 Improvement Project

Public Hearing

Comment Sheet

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☐ Monday, June 4, 2012 – Orange Coast Community College
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☒ Wednesday, June 6, 2012 – Westminster Community Center
 ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): <u>JUDY SMITH</u>	
Organization: _____	
Address (Optional): <u>WESTMINSTER</u>	
Phone Number: <u>714-898-7258</u>	Email address: <u>judy-smith2@yahoo.com</u>

Comments: _____





____ Alternate 3 is not an acceptable option. It does not work for the 91 Freeway and it will not work for the 405.

____ Alternate 2 is a viable option that makes sense and appears to be the best solution for all concerned without adding high costs to so many people that are struggling without adding additional financial burdens.

____ I live a few houses from the freeway and the small 8 foot sound wall that was put in increased the noise and dust levels. We have installed double paned windows to help with the noise. If this wall is moved closer to us it will only increase the noise and dust levels from the freeway closer to us and others in our track. A 24 foot sound wall is necessary to cut the noise levels down and reduce the dust levels and improve the well-being of everyone in our neighborhood.

____ Judy Smith

(Space for comments continued on reverse)

Please do not expand the freeway by CPE. There are too many good reasons NOT to move our super sound wall already in place. We oppose the increased pollution, decrease in property values, ridiculous costs to create a horrendous bottleneck when the freeway merges with I.A. County.

Sincerely,
Pauline Smith
4488 Condellberry Ave
Seal Beach, CA 90740

PC-S48

From: Scott Smith [mailto:scottincm@gmail.com]
Sent: Thursday, June 14, 2012 2:17 PM
To: Christina Byrne
Subject: 405 Widening Project


Ms. Byrne:

Having attended a OCTA information meeting on the widening of the 405, I'll make this short and to the point. My wife and I as Costa Mesa homeowners are absolutely opposed to Alternative #3. We support Alternative #2.

Scott D. Smith
 3248 Nebraska Lane
 Costa Mesa, CA 92626
 714-904-0920

PC-S49

PC-S50

 **I-405 Improvement Project**
Public Hearing
Comment Sheet

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Meeting Venue (please check one of the following):

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☐ Wednesday, June 6, 2012 – Westminster Community Center ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): JON SOHEGIAN
Organization: UNION PLUMBER
Address (Optional): 11191 DUNE ST. NORMAN CA 90650
Phone Number: 562-965-3730 Email address: _____

Comments: FREEWAY CONGESTION ALWAYS
GETTING HOME LATE

(Space for comments continued on reverse)



Mr. Leon Carolina
4740 Dogwood Ave.
Seal Beach, CA 90740-3045

Seal Beach, July 13, 2012

Ms. Smita Deshpande, Branch Chief – CalTrans District 12, Attn: 405 DEIR/DEIS Comment Period, 2201 Dupont Drive, Suite 200, Irvine, CA 92612. **MUST POSTMARKED NO LATER THAN JULY 17, 2012; or if e-mailed, by July 17, 2012 to: 405.dedcomments.parsons@parsons.com.**

The following are the issues and questions I am asking you to provide responses on the EIS for the SR 73- I 405 widening affecting my community: College Park East, Seal Beach

My Concerns :

- Movement of approximately 2,000 linear feet of the Almond Avenue sound wall, 8-10 feet (plus an additional 4 feet for landscaping) to the north will cause:
 - Loss of parking along Almond Avenue -- where do cul-de-sac residents park on street sweeping day?
 - Almond will become a standard street; a narrower roadway will increase safety hazards to pedestrians and bicyclists.
 - Possible relocation of a 14" and a separate 16" gas/petroleum lines from the south side of the freeway to the north side of the freeway, through CPE. Construction vehicles may need to access, and construction activities may be staged along Almond Avenue. How will this impact the residents and their ability to get to their homes?
 - Because gas/petroleum line relocation activities may be exempt from environmental review, only minimal discussion of that action is presented in the DEIR/S.
 - Overhead electrical lines could be relocated to the north side of Almond Avenue due to the high cost of undergrounding said electric lines (all utilities are undergrounded in CPE).
 - During construction, there may be times when no soundwall exists.
 - Decrease in property values that will have a rippling negative impact throughout the community -- the closer to the freeway the "for sale" sign, the longer the home stays on the market.
- LA County has no plans to add additional lanes at the county line (at least not for 50 years, if ever). Stopping the additional lanes at the county line will cause:
 - Increased traffic gridlock as cars try to merge down one to two lanes at the county line -- how far south/west will the backup extend along both the 22 and 405 fwy's?
 - Due to prevailing on-shore winds, there will be an increase noise & pollution from idling northbound vehicles trying to merge down to go up the 405. Air quality impacts for this area are not discussed in the EIR. Why not?
 - Residents of the College Park East neighborhood will likely experience greater health risks attributable to increased vehicle emissions.
 - EIR did not study this scenario.
- Getting on the northbound 405 at SB Blvd
 - Has already become more dangerous as the first two lanes exit at Seventh Street and the next two lanes become the start of the 605 fwy; cars entering the northbound 405 fwy at SB Blvd will have to cut over 4 lanes to get into a lane that will go north on the 405.
- Excess traffic
 - Will spill onto Lampion Ave, which is already being used as a bypass for the 405.
 - Will spill onto Seal Beach Blvd, attempting to circumvent the gridlock at the Seal Beach Blvd. fwy entrances

Page 1 of 2

PC-S50 Continued

-
- Toll express lanes
 - Will only serve the people who can afford to use them and require car pools to be at least three people per vehicle which will cause more use of the general purpose lanes. *This alone defeats the whole purpose of this "improvement" project.*
 - Will bypass local exits for local shopping areas causing a loss of business and sales tax revenue
 - Rates will change hourly depending on amount of use of the toll lanes as a means of traffic management (less use, decrease rates; too crowded, increase rates).
 - Toll lanes would rely on and perpetuate congestion. The rates would be set so that the toll lanes flow free.
 - The majority of the commuters would ride in the free lanes. This creates a social inequity.
- This is what is has to be done:
 - End the 405 Improvement Project at Valley View Street and use the existing seven lanes of 405 between Valley View Street and the LA County line in any manner desired for the optimum traffic flow.
 - If either Alternatives 2 or 3 are chosen, end either one or both of the new lanes at Valley View so that they only have to take away one or no lanes at the county line instead of 2 lanes. I do not want these alternatives to be chosen why? Because OCTA does not have the funding for alternatives 2 and 3. OCTA has to issue bonds. We are sick and tired of bonds. We do not want OCTA to issue any bonds
 - Use rubberized asphalt on the 405 between Valley View and the LA County line to minimize noise
 - With a center line movement, a 4 foot inside shoulder and 405 realignment, the Almond Avenue sound wall will not need to be moved into SB College Park East.
 - A 4 foot inside shoulder on the south side of the freeway is acceptable, why not on the north side of the freeway? The soundwall would not need to be moved.

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Carolina Leon Solans

Carolina Leon Solans

4740 Dogwood Avenue
Seal Beach CA 90740

Page 2 of 2

PC-S51



I-405 Improvement Project

Public Hearing

Comment Sheet

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 ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): <i>Solidana</i>	
Organization:	
Address (Optional):	
Phone Number:	Email address:

Comments: *Great TM all for it if it helps traffic*


(Space for comments continued on reverse)

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PC-S52

PC-S52 Translation

 **I-405 Improvement Project**
Public Hearing
Comment Sheet

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Name (First and Last): Manuel Soto





Organization: Labores Local 652

Address (Optional): 670 N Glassell St Apt 1 Orange CA 92667

Phone Number: 714) 46335462 Email address: _____

Comments: que se mueba el trafico
mas rapido para llegar al trabajo
a tiempo por que ay mucho trafico
y de esa manera tambien abra
en pleo para agones en la construccion


(Space for comments continued on reverse)

I want traffic to flow faster so people can arrive at work on time because there is a lot of traffic and in that way there will also be more construction jobs for some people.

PC-S53

PC-S54



I-405 Improvement Project

Public Hearing

Comment Sheet

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☐ Wednesday, June 6, 2012 – Westminster Community Center
 ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): <u>William Soule</u>	
Organization: _____	
Address (Optional): <u>3551 Clover Circle, Seal Beach, CA 90740</u>	
Phone Number: <u>562-598-2757</u>	Email address: <u>wssoule@roadrunner.com</u>

Comments: I live near the Almond Ave sound wall. There are 12 lanes on the freeway now on the other side of the wall. That should be enough. It's already huge. Does it need to be even bigger? If it goes to 14 lanes the wall won't have to be moved. That should be the reasonable maximum width in this area. 16 lanes would be an outrageous impact on our community. And toll lanes are a really bad idea.

(Space for comments continued on reverse)

William & Gilma Soule
3551 Clover Circle
Seal Beach, CA 90740
562-598-2757
wssoule@roadrunner.com

We are residents of College Park East of Seal Beach. We are very worried about the planned freeway widening next to and into our neighborhood. There are already 12 lanes of freeway next to our neighborhood. The plan to make it 14 or 16 lanes is outrageous. And moving the sound wall up to 10 feet into our neighborhood is unacceptable. The following lists some of the problems involved with this project and some suggestions:

- Movement of approximately 2,000 linear feet of the Almond Avenue sound wall, 8-10 feet (plus an additional 4 feet for landscaping) to the north will cause:
 - Loss of parking along Almond Avenue -- where do cul-de-sac residents park on street sweeping day?
 - Almond will become a substandard street; a narrower roadway will increase safety hazards to pedestrians and bicyclists.
 - Possible relocation of a 14" and a separate 16" gas/petroleum lines from the south side of the freeway to the north side of the freeway, through CPE. Construction vehicles may need to access, and construction activities may be staged along Almond Avenue. How will this impact the residents and their ability to get to their homes?
 - Because gas/petroleum line relocation activities may be exempt from environmental review, only minimal discussion of that action is presented in the DEIR/S.
 - Overhead electrical lines could be relocated to the north side of Almond Avenue due to the high cost of undergrounding said electric lines (all utilities are undergrounded in CPE).
 - During construction, there may be times when no soundwall exists.
 - Decrease in property values that will have a rippling negative impact throughout the community -- the closer to the freeway the "for sale" sign, the longer the home stays on the market.
- LA County has no plans to add additional lanes at the county line (at least not for 10-15 years, if ever). Stopping the additional lanes at the county line will cause:
 - Increased traffic gridlock as cars try to merge down one to two lanes at the county line -- how far south/west will the backup extend along both the 22 and 405 fwys?
 - Due to prevailing on-shore winds, there will be an increase noise & pollution from idling northbound vehicles trying to merge down to go up the 405. Air quality impacts for this area are not discussed in the EIR. Why not?
 - Residents of the College Park East neighborhood will likely experience greater health risks attributable to increased vehicle emissions.
 - EIR did not study this scenario.
- Getting on the northbound 405 at SB Blvd
 - Has already become more dangerous as the first two lanes exit at Seventh Street and the next two lanes become the start of the 605 fwy; cars entering the northbound 405 fwy at SB Blvd will have to cut over 4 lanes to get into a lane that will go north on the 405.
- Excess traffic
 - Will spill onto Lampson Ave, which is already being used as a bypass for the 405.


PC-S55





- William Soule
John Soule

- 4

- 5

- 6

	<h1 style="margin: 0;">I-405 Improvement Project</h1> <h2 style="margin: 0;">Public Hearing</h2> <h3 style="margin: 0;">Comment Sheet</h3>										
<p>Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.</p>											
<p>Meeting Venue (please check one of the following):</p> <div style="display: flex; justify-content: space-between;"> <div> <input type="checkbox"/> Monday, June 4, 2012 – Orange Coast Community College </div> <div> <input type="checkbox"/> Thursday, June 7, 2012 – Rush Park Auditorium </div> </div> <div style="display: flex; justify-content: space-between;"> <div> <input type="checkbox"/> Wednesday, June 6, 2012 – Westminster Community Center </div> <div> <input type="checkbox"/> Thursday, June 14, 2012 – Fountain Valley Senior Center </div> </div>											
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 20%; padding: 2px;">Name (First and Last):</td> <td style="padding: 2px;">Michael Sparks</td> </tr> <tr> <td style="padding: 2px;">Organization:</td> <td style="padding: 2px;">Labor Local 652</td> </tr> <tr> <td style="padding: 2px;">Address (Optional):</td> <td style="padding: 2px;">1068 Rutland Rd #1 Newport Beach CALIF 92660</td> </tr> <tr> <td style="padding: 2px;">Phone Number:</td> <td style="padding: 2px;">949-205-6936</td> </tr> <tr> <td style="padding: 2px;">Email address:</td> <td style="padding: 2px;"></td> </tr> </table>		Name (First and Last):	Michael Sparks	Organization:	Labor Local 652	Address (Optional):	1068 Rutland Rd #1 Newport Beach CALIF 92660	Phone Number:	949-205-6936	Email address:	
Name (First and Last):	Michael Sparks										
Organization:	Labor Local 652										
Address (Optional):	1068 Rutland Rd #1 Newport Beach CALIF 92660										
Phone Number:	949-205-6936										
Email address:											
<p>Comments: IN many cases construction workers have been unemployed anywhere from 8 months to a year and a half This in effect has caused them to lose there homes</p>											
(Space for comments continued on reverse)											

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PC-S56

From: deborah speer [mailto:debspeer77@yahoo.com]
Sent: Tuesday, July 17, 2012 10:01 AM
To: 2, District
Subject: 405 Toll Road

Dear Mr Morlach,

Like you, I am a resident of Costa Mesa. I implore you to make the right decision as far as the 405 Expansion and strongly oppose Option 3.

I work for a major airline and travel frequently to LAX, using the Fairview on and off ramps. When I carpool with others, we enter at Fairview and merge into the carpool lane as soon as possible. With Option 3 we would have to travel until the 605 before being a part of the carpool lane. (I understand that there will be a place in Huntington Beach we could merge onto the toll road, but it will be cost prohibitive. We're flight attendants!)

I, like you am concerned about how government uses the funds we entrust to them. The new Fairview bridge is beautiful and should not be replaced after spending millions of dollars to build it. We endured months and months of construction knowing it would serve us well for many years, and now you are suggesting it should be demolished to build a toll road that bypasses most of our city. To think of the toll road as a cash cow in the future is not reason to throw away those millions now. As someone who purports himself to be a watchdog of the public funds, in my opinion you cannot support Option 3. You will be remembered by your actions on this project.

Thank you for considering my plea.

Sincerely,

Deborah Speer
1079 Corona Lane
Costa Mesa, CA 92626

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PC-S57

From: deborah speer [debspeer77@yahoo.com]
Sent: Tuesday, July 17, 2012 10:35 AM
To: Parsons, 405.dedcomments
Subject: 405 toll road /NO on Option 3

To whom It May Concern,

I am a resident of Costa Mesa that vehemently opposes Option 3 which would include a new toll road for the 405 Freeway. We residents and those who live elsewhere but use Fairview road, endured months and months of the recent rebuilding of the Fairview bridge knowing we would have the lovely bridge we now have. Option 3 includes the demolition of a perfectly good bridge that cost MILLIONS of dollars to build. Just throwing away that money and expecting residents and non residents alike to once again endure detours, stopped traffic, air pollution, noise pollution, non access to businesses, and then using our hard earned tax dollars to pay for it is WRONG!! And then the pay off for all of us is a toll road that basically bypasses our city.

As an employee of a major airline that often uses the carpool lanes to drive to LAX, we access the 405 using the Fairview bridge and merge into the carpool lanes as soon as possible. With Option 3 we would not be able to use the carpool lane until the 605. I am aware that there will be an entrance in Huntington Beach but already know that it will be cost prohibitive for us.

I took a drive around on the Costa Mesa Freeways the other day and realize that we have done our fair share in allowing access to our city.

Please consider my words in making a wise decision.

Respectfully,

Deborah Speer
1079 Corona Lane
Costa Mesa, CA 92626

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PC-S58

June 18, 2012

Gayle Spinks
President/ Mesa Verde Villas HOA
3221 New York Ave.
Costa Mesa, CA. 92626

Ms. Smita Deshpande Branch Chief
Caltrans District 12
Attn: 405 DEIR-EIS Comment Period
2201 Dupont Dr. #200
Irvine, CA. 92612

To Whom It May Concern:

As a resident of Costa Mesa and a homeowner of a unit located on Iowa Street in Costa Mesa (an owner of a unit that backs up to the 405 south) I am quite concerned and adamantly opposed to the plans that have been presented to us.

Alternatives 1 and 2 add lanes north of Costa Mesa, including at Brookhurst and Euclid, where lanes end, and thus create the freeway bottlenecks as you have observed - but I also understand this improvement does not generate revenue. (Costa Mesa's segment of I-405 between SR-73 and the Santa Ana River was widened to its ultimate configuration a few years ago when they built the SR-73 and we were told we had done our "fair share"). While I do not wish for either of these alternatives it does not appear that I can choose the option of "do nothing at all". But it would seem that since Costa Mesa is not the city that removes a lane - that would be the loss of a lane at Euclid and then again at Brookhurst - we should not have to do anything at all.

Now for Alternative 3. It is the only one that impacts only Costa Mesa but also the only one that generates revenue by the proposed toll road ("HOT" Lanes), so it is the choice by OCTA and the others are not really being considered.

Alternative 3's revised estimate - \$1.7 billion. Available Measure M2 funds - \$600 million. Shortfall - \$1.1 billion. Money could be borrowed against the toll revenues. That financing could result in \$1.8 billion surplus revenue over 30 years but are we raising and spending money for no good reason?

Alternative 3 adds two additional lanes to the I-405 that will be "HOT" (High Occupancy Toll) Lanes and eliminates the car pool lane. My understanding is that "HOT" Lanes will be ELEVATED as they approach to connect to the SR-73. Really? So just how high do the sound walls need to be so that owners on Iowa can find any peace and quiet and/or sleep?

The I-405 widening for the additional lanes, while still within the existing sound walls, would eliminate landscaping and push the lanes approximately 18 feet closer to the sound walls and homes and will increase traffic noise as well as pollution and litter.

The Fairview Bridge, which cost \$7 million to widen recently, would be completely destroyed and reconstructed to accommodate the widening freeway lanes for Alternative 3. Who were the geniuses who did not anticipate this happening since this project has apparently been under consideration for the last decade?

The Harbor bridgework will also be largely destroyed and reconstructed. Other than a possible exit/entrance at the end of the HOT Lanes at the 73, there is no HOT Lane exit or entrance convenient to our city.

PC-S58 Continued

The "HOT" lanes will extend from the 605 Fwy. to the 73 and take the place of the HOV lanes. If a vehicle does not have a transponder, the vehicle owner will be traced by their license plate and receive a toll bill.

The proposed I-405 widening project provides insignificant and minimal benefit to Costa Mesa residents who travel the I-405 locally and for the most part we are willing to spend 5 - 10 minutes additionally to get through the congested area. Of course, not congested if the same number of lanes were available as at Harbor.

I can see no earthly reason to spend this princely sum of money and for so little improvement. I cast a NO on this project and most emphatically on Alternative 3.

Sincerely,

Gayle Spinks

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PC-S59 Continued

Please stop comparing option #3
with the 91 express lanes.
They are no way alike.
We have sat dead still in the
fast track lanes (after paying \$)
unable to exit - very sad.

Please use another sheet if you need more space for your comments.

To submit completed response sheets, please
return to staff member, place in the comment box
or mail by July 2, 2012 to:
Ms. Smita Deshpande
Branch Chief - Caltrans District 12
"Attn: 405 DEIR-DEIS Comment Period"
2201 Dupont Drive, Suite 200
Irvine, CA 92612

For more information on the
I-405 Improvement Project, please contact:
Christina Byrne, Outreach Manager
(714) 560-5717
www.ctia.net/405improvement
www.facebook.com/405improvement

Responses may also be emailed to:
405.deircomments.persons@parsons.com

PC-S60

PC-S60 Continued

I-405 Improvement Project
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):





☐ Monday, June 4, 2012 – Orange Coast Community College ☐ Thursday, June 7, 2012 – Rush Park Auditorium
☐ Wednesday, June 6, 2012 – Westminster Community Center ☒ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): SPRAGUE, ROGER
 Organization: _____
 Address (Optional): P.O. Box 26853, SANTA ANA 92799
 Phone Number: _____ Email address: _____

Comments: Alternative #2 is the clear winner and first choice. It's like "buy 1 get 1 free." It will provide the most benefit to the most people for the longest time.

Alternative #1 is the second choice, because Alternative #3 is easily the worst. Alternative #3 is a plan that only a bureaucrat could support. It is the most expensive, most complicated, and provides the least

(Space for comments continued on reverse)

TWO-SIDED

benefit for the fewest people.

I drive on the 405 each direction 5 or 6 days a week. In rush hour traffic, I can tell you with certainty that - absent a traffic collision or other incident - the existing express lanes are never jammed and they do not need to be expanded beyond the current level of 1 lane in each direction.

the
you cannot compare this 405 corridor with 91 corridor thru Santa Ana Canyon (which I also drive 2-3 times per month). The need to provide Express Lane Ingress & Exit points dooms the 405 plan. Each access portal is a guaranteed traffic choke point. If they have taught us nothing else, our experience with limited access "Diamond Lanes" taught us that. No right-minded person who uses the 405 freeway would want to drive on it under Alternative #3.

Please use another sheet if you need more space for your comments.

To submit completed response sheets, please return to staff member, place in the comment box or mail by July 2, 2012 to:
 Ms. Smita Deshpande
 Branch Chief – Caltrans District 12
 "Attn: 405 DEIR-DEIS Comment Period"
 2201 Dupont Drive, Suite 200
 Irvine, CA 92612

For more information on the I-405 Improvement Project, please contact:
 Christina Byrne, Outreach Manager
 (714) 560-5717
www.octa.net/405improvement
www.facebook.com/405improvement

Responses may also be emailed to:
405.deiscomments.parsons@parsons.com

PC-S61

From: staar987@aol.com
Sent: Tuesday, July 17, 2012 10:43 AM
To: Parsons, 405.dedcomments
Subject: Against

My household is against any of the Alternatives for the 405 freeway projects. It is ridiculous to seize properties, or parts of properties, for a project that isn't needed. Not to mention that the people and companies that are loosing property can't even access the raised toll lanes. I personally drive to and from Irvine to Costa Mesa or Fountain Valley (Irvine being my place of work) at least 5 days a week. This will not alleviate traffic. It will make it worse for those of us that take the HOV lanes now. We won't be able to use the new toll lanes since they will not have access to Costa Mesa, nor would I EVER pay a toll to use this. My family and my in-laws live off of the Fairview exit. We've already endured freeway widening, rebuilding of the Fairview on-ramp (which is annoying enough since we can't exit Harbor), and the widening of the Fairview bridge over the freeway.

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Aside from all the issues I have with the proposed Alternative 3 for Costa Mesa, I live in Fountain Valley off of the Brookhurst exit. I have read the proposed "fixes" for this area and I don't think that they are necessary either. There are many companies that are located directly on the freeway (including the Hyundai National Headquarters) that will have to be torn down due to freeway widening.

It is not worth it to spend money that you don't currently have for these things that are just going to cause more harm then good. What are you doing to do for the companies and residents that are inconvenienced or lose property to you if you go through with any of these ideas? I think that this is more of a way to try to put a bandaid over a larger problem. Why not look into some sort of public transit? Trains/Metro? Yes I realize these are expensive and potentially intrusive also, but it would have the added benefit of getting cars off the road and easing commutes.

} 2

Thank you for taking the time to read my opinion,
Sarah Stack

PC-S62

From: Karla Stagman [karlastagman@ca.rr.com]
Sent: Friday, June 29, 2012 8:06 AM
To: Parsons, 405.dedcomments
Subject: no on alt 3

Good morning,

I oppose alternative 3. I also do not want a bridge over the Santa Ana River, possibly affecting the quality of life for our children at Moon Park.

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Thank you,
Karla Stagman
3361 Alabama Circle
Costa Mesa 92626

PC-S63

From: Karla Stagman [karlastagman@ca.rr.com]
Sent: Tuesday, June 19, 2012 9:38 AM
To: Parsons, 405.dedcomments
Subject: no on expansion

I live at 3361 Alabama Circle in Costa Mesa, CA.

I do not support alternative 3 on the expansion plan.

Karla Stagman

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PC-S64

-----Original Message-----

From: Karla Stagman [mailto:karlastagman@ca.rr.com]
Sent: Wednesday, June 06, 2012 3:55 PM
To: Christina Byrne
Subject: no on alternative 3 for Costa Mesa

Hello Christina,

I attended the meeting on Tuesday and wanted to let you know that I do not want alternative 3 to pass.

I actually wish no freeway construction occurs so close to our house. I have two young children and worry about the noise, pollution, air quality and overall impact this will have on them and their health. Studies have shown living near the freeway is bad for your heart. There are increased respiratory health problems in children who live near freeways. According to experts, freeway pollution extends further than previously thought.

Why can't they just expand the 405 further north? Ours is already wider at Harbor.

Thank you,
Karla Stagman
3361 Alabama Circle
Costa Mesa, CA 92626

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PC-S65

From: Bruce Stava [Bruce.Stava@aol.com]
Sent: Thursday, June 21, 2012 9:04 AM
To: Parsons, 405.dedcomments
Cc: ckbs76@aol.com
Subject: Sound wall changes in Seal Beach

My name is Bruce Stava and I live at 4849 Candleberry Ave. in Seal Beach, and I am writing to vigorously protest your proposed changes to the sound wall involving expansion into the CPE neighborhood. My wife suffers from severe asthma and would immediately suffer greatly from any changes to the existing wall format- in addition the increased pollution, noise and reduction of our neighborhood is completely unacceptable to us. Please enter my name as completely opposed to your ill-thought-out proposal.

Bruce Stava
 Program Manager
 First Brokerage America LLC

(714) 375-7040
 (714) 375-7052 (fax)

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PC-S66

From: Ckbs76 [ckbs76@aol.com]
Sent: Saturday, June 23, 2012 6:56 PM
To: Parsons, 405.dedcomments
Subject: Re: Sound wall changes in Seal Beach

Smita Deshpande
 Caltrans District 12

My name is Cynthia Stava and I live at 4849 Candleberry Ave. in Seal Beach. I'm writing to let you know that I'm extremely upset and frankly nervous about the proposal to expand the 405 fwy sound wall 10 feet in College Park East. Not only do I suffer from severe asthma but other lung issues as well. I am literally on the border of what constitute dangerous levels of ozone and other toxic chemicals emitted by vehicles on the 405 fwy. Any further widening of the 405 fwy in my direction will directly affect my already compromised lung issues.

I implore you to rethink this expansion. LA county is not expanding their side of the county line, why must we? We are already perilously close to the freeway, I and other neighbors are deeply concerned about this proposition.

Sincerely,

Cynthia Stava
 562 547 3383

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PC-S67

June 25, 2012

*Supervisor John Moorlach
 333 W. Santa Ana Blvd.
 Santa Ana, Ca. 92701*

*Re: Reasons not to tear down Soundwall
 on 405 "Improvement" project*

- 1. unnecessary*
- 2. will not help traffic flow now or in future*
- 3. disruptive*
- 4. creates pollution*
- 5. Unbelievably expensive*
- 6. What happens at junction of 405 and 605?*
- 7. What about LA county*
- 8. lowers property values*

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*Mary Stebbins
 4372 Birchwood Dr.
 Seal Beach, Ca. 90740
 resident since 1972*

PC-S67 Continued

Reasons NOT to ~~tear~~ down
the sound wall

1. unnecessary
2. won't help eliminate more traffic
3. disruptive
4. Much too expensive
5. decrease in air quality
6. decline in property value

Mary Stebbins
4372 Birchwood Ave.
S. B. 90740
resides here since 1972

PC-S68

From: Mary Stebbins [<mailto:mstebbins75@gmail.com>]
Sent: Tuesday, June 26, 2012 8:25 PM
To: Christina Byrne
Subject: 405 improvement project

Do not tear down our sound wall

1. unnecessary
2. will not help traffic flow
3. disruptive
4. creates more pollution
5. unbelievably expensive
6. what happens at junction of 405 and 605?
7. what about LA county
8. lowers property values

**Mary Stebbins, 4372 Birchwood, Seal Beach
MSTEBBINS75@GMAIL.COM**

PC-S69

PC-S69 Continued

June 25, 2012

*Mrs. Smita Deshpande
Branch Chief - Caltrans District 12
attn: 405 DEIR/DEIS Comment Period
2201 Dupont Dr.
Suite 200
Irvine Ca. 92612*

*Re: Reasons not to tear down Sound wall
on "405 Improvement Project"*

- 1. unnecessary*
- 2. will not help traffic flow now or in future*
- 3. disruptive*
- 4. creates pollution*
- 5. unbelievably expensive*
- 6. what happens at junction of 405 & 605*
- 7. what about LA county*
- 8. lowers property values*

*Mary Stebbins
4312 Birchwood Dr.
Seal Beach, Ca. 90740
resident since 1972*

LEAVE OUR WALL ALONE!

**OCTA wants to tear down our
Soundwall and move it up to 10 feet
closer to our homes to expand the 405!!**

If they move the wall as proposed in at least 2 of their alternatives:

- There will be some unknown period where there is NO WALL while they rebuild
- We lose parking on one side of Almond and safety for our kids, runners, bikers, and dog walkers that enjoy the larger street
- There will still be a bottle neck at the 605 because LA County is NOT expanding the 405 on their side of the county line
- We will have increased noise and pollution and the related health concerns
- All our house values will likely go down - especially during the period of the rebuild

**They can make exceptions but they have to
hear from us!!! PLEASE MAKE YOUR
CONCERNS HEARD -
LEAVE OUR WALL ALONE!**

Comments may be mailed to Smita Deshpande, Caltrans District 12 at 2201 Dupont Drive, Suite 200, Irvine CA, 92612 or by e-mailed to

405.dedcomments.parsons@parsons.com.

Comments must be postmarked by July 2.

Research for yourself at: <http://www.sealbeachca.gov/ServiceUpdates.aspx?id=1418>

- 1. Unnecessary: won't improve traffic flow*
- 2. Costly*
- 3. Disruptive*

*Mary Stebbins
4312 Birchwood
Seal Beach, Ca. 90740*

*always
returned*

PC-S70

From: Stelung, Daniel [Daniel.Stelung@Mattel.com]
Sent: Monday, June 25, 2012 1:01 PM
To: Parsons, 405.dedcomments
Subject: San Diego Freeway (I-405) Improvement Project

Ladies and Gentleman,

I know the 405 situation very well since I'm in a vanpool for the last 15 years going from OC to LAX and back. The traffic situation was never good but it got even worse in the last few years.
I can only suggest to build a train, similar to the fwy 105, that will go in parallel to the 405. This is the only way to reduce the number of cars in the 405 fwy.
If we spend our resources in increasing the number of lanes in the fwy it will only last for a couple of years and then what? We have to reduce the number of cars in the fwy!

The only other option if we can't build a train is to build alternative2.

Build Alternative 2: Add Two General Purpose Lanes in Each Direction

1. Alternative 2 would add one general purpose freeway lane in each direction on I-405 from Euclid Street to the I-605 interchange (as in Alternative 1), plus add a second general purpose lane in the northbound direction from Brookhurst Street to the SR-22/7th Street interchange and a second general purpose lane in the southbound direction from the Seal Beach Boulevard on-ramp to Brookhurst Street.

Best Regards
Daniel Stelung

PC-S72

From: Steve Steponovich [ssteponovich@socal.rr.com]
Sent: Wednesday, June 06, 2012 2:43 PM
To: Parsons, 405.dedcomments
Cc: cbyrne@octa.net
Subject: Rossmoor question

Hello I have been reviewing the info provided and see that there is mention of the need to rebuild 17 bridge overpasses if a build alternative is chosen.

**Every Build Alternative would require demolishing and rebuilding
17 bridges to widen I-405.**

As you know the valley view bridge is nearing completion and the seal beach bridge is about to be demolished

So the question is, if a build alternative is chosen will either or both of those 2 bridges have to be torn down again and rebuilt to accommodate any of the lane additions contemplated by this project

thank you

Stephen Steponovich, Esq.
3352 Huntley Drive
Rossmore, CA 90720
562-431-7439 Telephone
562-598-0209 Fax

PC-S71

From: Johanna D. [mailto:steph1111@hotmail.com]
Sent: Wednesday, June 06, 2012 10:43 AM
To: Christina Byrne
Subject: Opposed to I405 Widening

Please register my opposition to the I 405 widening project.
Thank you,
Johanna Stephenson
2038 Calvert Ave
Costa Mesa 92626

PC-S73

From: Steve Steponovich [ssteponovich@socal.rr.com]
Sent: Thursday, June 07, 2012 2:12 PM
To: Parsons, 405 dedcomments
Subject: Alternatives: I vote for No Build or at least delay it until 2020

Alternatives:**Baseline Alternative (No Build)**

- No additional lanes or interchange improvements

you have already disrupted my area, Rossmoor, in the last year and it is only to be twice as bad when u demolish the seal beach bridge, scheduling more construction shortly after the WCC is scheduled to be completed is lunacy. If the 405 must be widened, at least give us 5 years of relief from the constant construction, begin the project in 2020, not 2015 as planned.

thank you

Stephen Steponovich, Esq.
 3352 Huntley Drive
 Rossmoor, CA 90720
 562-431-7439 Telephone
 562-598-0209 Fax

Stephen A. Steponovich, Esq.
 Attorney At Law
 5942 Edinger, Suite 113, PMB 297
 Huntington Beach, CA 92649
 562-431-7439 Telephone
 562-598-0209 Fax
 Email: SSteponovich@socal.rr.com

PC-S74

From: Steve Steponovich [ssteponovich@socal.rr.com]
Sent: Monday, July 16, 2012 10:19 AM
To: Parsons, 405 dedcomments
Subject: Rossmoor Homeowners Association Comments and Recommendations on the EIS for the Proposed 405 Freeway Expansion

The RHA's response is right on point that your EIR fails to address the serious bottle neck that will occur at the LA CO line and it's impact on all of Rossmoor and it's residents, again I urge to choose the NO BUILD option, the bottle neck and impact on the Rossmoor community cannot be over stated and to simply ignore that is negligence and actionable.

Stephen Steponovich, Esq.
 3352 Huntley Drive
 Rossmoor, CA 90720
 562-431-7439 Telephone
 562-598-0209 Fax

Stephen A. Steponovich, Esq.
 Attorney At Law
 5942 Edinger, Suite 113, PMB 297
 Huntington Beach, CA 92649
 562-431-7439 Telephone
 562-598-0209 Fax
 Email: SSteponovich@socal.rr.com

PC-S75

Barbara Steve
4233 Banyan ave.
Seal Beach CA 90740-2806

July 10, 2012

Smita Deshpande
Caltrans District 12
2201 Dupont Drive Suite 200
Irvine CA 92612

SUBJECT: WIDENING THE 405 BETWEEN THE 22 AND 605

Dear Smita Deshpande,

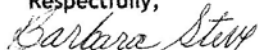
If the 405 must be widened PLEASE DO NOT MOVE THE WALL at College Park East in Seal Beach.

Added lanes will increase both noise and air pollution and moving the wall could have a negative impact on the value of our home.

If the wall must be moved could they possibly construct the new wall before removing the existing wall. This would help minimize the negative effect of moving the wall.

Anything that can be done to help this situation would be greatly appreciated

Respectfully,



Barbara Steve

PC-S76

Bruce Steve
4233 Banyan ave.
Seal Beach CA 90740-2806
(562) 430-6013

July 10, 2012

Smita Deshpande
Caltrans District 12
2201 Dupont Drive Suite 200
Irvine CA 92612

SUBJECT: 405 EXPANSION BETWEEN 22 AND 605

Dear Smita Deshpande,

I realize that something must be done to improve the traffic flow on the 405 Freeway. However, I cannot see how widening the 405 North, to the Los Angeles county line, will solve the problem when Los Angeles county is not widening the 405 when entering their county. The 405 between the 22 and 605 is already wider than both North and South of those points.

My concern may be somewhat selfish. If the sound wall adjacent to College Park East is moved it will cause a number of problems.

1. Property values, in College Park East, will undoubtedly drop significantly.

2. Added lanes will increase the Air Pollution.

3. Added lanes will cause additional noise.

If additional lanes must be added PLEASE DON'T MOVE THE WALL IF YOU CAN POSSIBLY AVOID IT!!

Thank you in advance for your consideration.


Respectfully,



Bruce W. Steve

PC-S77

PC-S78

 **I-405 Improvement Project**
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.





Meeting Venue (please check one of the following):

☐ Monday, June 4, 2012 – Orange Coast Community College ☐ Thursday, June 7, 2012 – Rush Park Auditorium
☐ Wednesday, June 6, 2012 – Westminster Community Center ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): <u>Rodriguez Steve</u>	
Organization: <u>Labor Local 652</u>	
Address (Optional): <u>5112 Skyline Dr Huntington</u>	
Phone Number: <u>714 264-2077</u>	Email address:

Comments: The 405 Freeway from the 73 to the 405
Freeway is the busiest in the nation

(Space for comments continued on reverse)

July 1, 2012

OCTA Board Member
550 S. Main St
PO Box 14184 Orange, CA 92863

TEL: (714) 560-6282

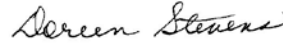
Subject: I-405 widening impacting the College Park East Community in the City Seal Beach (Between the SR -73 and I-605)

Dear Board Member:

I am a resident of the College Park East community in Seal Beach, California. I am asking for your vote on **Alternative 1** for the I-405 Freeway Improvement project. This alternative will have the most limited community and environmental impacts compared to any other alternative. My community believes this alternative is the best choice because:

- Alternative 1 does not encroach 10 feet into Almond St. which has an existing sound wall that protects the community. If this wall is torn down and a new wall is built for widening the I-405, it will make Almond a very narrow and probably one way street. In case you were not aware, Almond Street is a dedicated tsunami escape route and the only community access route out from the College Park community. Almond Street needs to be wide enough for bikeways and to serve as an escape route for possible floods or tsunamis.
- Alternatives 2 and 3 will encroach 10 feet into Almond St and will also impact to existing parks at Astor Street and at Orleander Street. Like many parks in our community, children play and mothers and senior citizens walk along Almond Street every day. An alternative that encroaches into our community will expose families and children to more vehicle exhaust which causes **respiratory problems, lung disease and/or lung cancer**. The closer the freeway is to our community, the more exposed to toxins our residents are.
- Funding is only available for Alternative 1.** Alternatives 2 and 3 have a funding gap which will require OCTA to issue bonds and take more of the County's tax dollars. The community and residents do not favor this irresponsible tax-waste scenario.
- Both alternatives 2 and 3 are proposing 10 lanes in each direction in Orange County. This lane configuration that is being proposed by OCTA makes no sense. This creates a classic bottleneck scenario considering the fact that the I-405 in Los Angeles contains only 6 lanes.
- The MTA Los Angeles and Caltrans do not have the capital funds to widen the I-405 freeway in Los Angeles County and will not have it until at least 50 years.**

Looking forward to your response and support,



Doreen Stevens
4880 Candleberry Ave
Seal Beach, CA 90740
doreenstevens@earthlink.net

562-596-0811

PC-S79

July 1, 2012

Honorable Supervisor John Moorlach
Washington, D.C. Office
2300 Rayburn House Office Building
Washington, DC 20515
(202) 225-2415 Fax (202) 225-0145

District Office
101 Main Street, Suite 380
Huntington Beach, CA 92648
(714) 960-8483 (310) 377-9493 Fax (714) 960-7806

Subject: I- 405 widening impacting College Park East Community Seal Beach

Dear Honorable John Moorlach,

I live Seal Beach, California in a community called College Park East. The Orange County Transportation Authority (OCTA) is planning to widen the I-405 freeway. The proposed expansion of the freeway plans to encroach into my community by 10 feet for nearly 1 mile. Project Report details can be found in the following web address: www.dot.ca.gov/dist12/405/index.htm. As a constituent of yours, I ask for your support and engagement on this decision which can have long-lasting detrimental impacts to this community.

Are you aware of the negative implications the freeway expansion could have on College Park East? Was the idea of implementing a toll road voted out? Our community is united and will not tolerate the potential impacts. Several negative consequences are possible including increased noise levels, harsh toxins, and disturbing a natural disaster escape route. Residents will be exposed to higher noise levels, more than 5,000 community members which include seniors, young mothers and children will be subject to increased pollution from nearby traffic and our community will never be the same. The street being impacted is called Almond Street which is a designated tsunami escape route. Taking part of the street will make this escape route more vulnerable in case of heavy floods and/or tsunami event. The College Park East Community is opposing the encroachment of Almond Street and is against potential severe impacts to the community.

One alternative to consider is for OCTA to acquire property on the opposite side of the I-405 freeway where the U.S. Naval Weapons Station exists. This is on the south side of the freeway where a cabbage field currently exists. Please, I am asking you to direct the Secretary of the Navy to sell 10 feet wide and 1 mile of this land to the OCTA in order to protect the College Park East Community and minimize the health impacts to our neighborhood.

Thanking you gratefully in advance,

Doreen Stevens
Doreen Stevens
4880 Candleberry Ave
Seal Beach, CA 90740
doreenstevens@earthlink.net
562-596-0811

PC-S80

From: Stockwell Lloyd [lloydstock@gmail.com]
Sent: Thursday, June 14, 2012 4:25 PM
To: Parsons, 405.dedcomments
Subject: 405 Freeway widening

I am totally opposed to any widening of the 405 freeway that moves the sound wall closer to homes regardless of what city it is in. Also since LA County is not going to widen the 405 in the Long Beach area it is foolish to widen the 405 in Orange County which will create a funnel effect at the county line.

Lloyd Stockwell
4340 Guava Ave.
Seal Beach, CA 90740

PC-S81


From: Melinda Stone [mailto:melindastone.net]
Sent: Monday, July 16, 2012 10:10 PM
To: Parsons, 405.dedcomments
Subject: Input

The more free lanes the better. Failing that, toll is better than nothing. Best ultimate solution is to free up dollars from other things to go towards highways and freeways. Two prime examples are Jerry Brown's high speed boondoggle disaster and the excessive gravy train of unsustainable public employee pensions. This state has lost its compass and won't get it back in my lifetime. I'm planning my escape to saner states.

Melinda Stone, a soon to be ex-Californian

PC-S82

PC-S83

 **I-405 Improvement Project**
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.





Meeting Venue (please check one of the following):

☐ Monday, June 4, 2012 – Orange Coast Community College ☐ Thursday, June 7, 2012 – Rush Park Auditorium
☒ Wednesday, June 6, 2012 – Westminster Community Center ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and last): Anthony Stover
 Organization: Local 582
 Address (Optional): 7417 Western Bay Dr
 Phone Number: 714 585 9532 Email address: _____

Comments: Work needs to be Done To
Improve the ability to Drive to
and from work!! It will also improve
the time a Emergency Response for
a accident involved!

(Space for comments continued on reverse)

mailto:Smita.Deshpande@dot.ca.gov

SmitaDeshpande
 Branch Chief – Caltrans District 12
 "Attn: 405 DEIR/DEIS Comment Period"
 2201 Dupont Drive, Suite 200
 Irvine, CA 92612

To CalTrans:

This letter is in response to the three construction options prepared for consideration to "improve the San Diego Freeway (I-405) [sic] between SR-73 and I-605."

In consideration of Alternative #3, it will severely impact homes and businesses in Costa Mesa, especially between Harbor Blvd. and Bear Street. To this date, there has been no model or rendering of Alternate #3 in the Fairview Road-Bear Street area.

Why was rebuilding the Fairview Bridge unconsidered the ten years ago when planning began? We are not living in a spendthrift time! How can you just tear down a three year old bridge?

HOT lanes are convenient, but not essential to transportation needs between Seal Beach and San Juan Capistrano (Los Angeles and San Diego counties, actually!).

If our lives demand more and more roads and HOT lanes, filling our lives and spaces with asphalt and concrete, we need to stop and look at how we manage our lives.

Please, do not adopt Alternate#2 and Alternate #3.

Corinne Stover
 1224 Conway Avenue
 Costa Mesa, CA 92626

PC-S84

From: The Stovers [calcs1224@gmail.com]
Sent: Friday, June 29, 2012 5:44 PM
To: Parsons, 405.decomments
Subject: Request for map

6/29/2012

Please print the map/rendering of the Alternate 3 section I-405, from the Santa Ana River to the 55 freeway, showing the connections to SR-73.

Or, please give the page references for that section in the EIR Report at the Mesa Verde Library.

Thank you,

Corinne Stover

Calcs1224@gmail.com

} 1

PC-S85

"Stover, Louise"
<LStover@volt.com>
>

07/16/2012 10:45
PM

To
<Smita.Deshpande@dot.ca.gov>
cc
Subject

Attn: 405 DEIR/DEIS Comments

Dear Ms. Deshpande ~

This letter is in response to the three construction options prepared for consideration to "improve the San Diego Freeway (I-405) [sic] between SR-73 and I-605."

Alternative #3 is hands down the worst option. It does not benefit the residents or businesses of Costa Mesa, Fountain Valley, or Huntington Beach. Current congestion on the I-405 clearly result from the bottleneck at the bridge over the Santa Ana River. Tackling that issue is worthwhile. Alternative #3, on the other hand, seems designed to benefit only the investors in the toll road.

Not more than five years ago our impoverished state government spent several million dollars rebuilding the bridge at Fairview. How now can anyone in good conscience, when there is so much greater need in so many other civic areas, write off that expenditure and tear that new bridge down? It is ridiculous to even consider such wastefulness in such hard times.

Thank you for the opportunity to share my views.

Louise Stover
Costa Mesa, CA

} 1
} 2

PC-S86

From: Stover, Louise [mailto:LStover@volt.com]
Sent: Monday, July 16, 2012 10:49 PM
To: Christina Byrne
Subject: 405 DEIR/DEIS Comments

Dear OCTA Board ~

This letter is in response to the three construction options prepared for consideration to "improve the San Diego Freeway (I-405) [sic] between SR-73 and I-605."

Alternative #3 is hands down the worst option. It does not benefit the residents or businesses of Costa Mesa, Fountain Valley, or Huntington Beach. Current congestion on the I-405 clearly result from the bottleneck at the bridge over the Santa Ana River. Tackling that issue is worthwhile. Alternative #3, on the other hand, seems designed to benefit only the investors in the toll road. } 1

Not more than five years ago our impoverished state government spent several million dollars rebuilding the bridge at Fairview. How now can anyone in good conscience, when there is so much greater need in so many other civic areas, write off that expenditure and tear that new bridge down? It is ridiculous to even consider such wastefulness in such hard times. } 2

Thank you for the opportunity to share my views.

Louise Stover
 Costa Mesa, CA

PC-S87

Smita Deshpande, Branch Chief,
 Caltrans-District 12, "Attn: 405 DEIR-DEIS Comment Period"
 2201 Dupont Drive, Suite 200
 Irvine, CA, 92612

Subject: State Route 405 (I-405; San Diego Freeway) between SR-73 and I-605
 and Draft EIR/EIS

I am concerned about the impacts the State Route 405 improvement project will have on our community. I am especially concerned about Alternative 3 which will widen the San Diego Freeway in the City of Costa Mesa and convert an existing car pool lane to a toll lane. } 1

Alternative 3 would require that the Fairview/I 405 interchange be demolished and rebuilt, even though it was just rebuilt three years ago. Residences and public parks near the I- 405 will be adversely affected both during construction and upon completion of the project. Problems include air pollution, noise, and degradation of the visual quality of our neighborhoods. Ramp closures at Harbor, Fairview, and South Coast will not only inconvenience residents, but impair access to the many businesses which contribute to our local and regional economy.

In addition,

Please include these comments in the public/administrative record for this project and the project EIR/EIS. Thank you for the opportunity to comment.

Yours truly,

Christina Strabala Vivian Strabala

(Name)

1705 Minerva Place Costa Mesa 92626

(Address)

(City)

____ Please keep me informed about future hearings and future steps in the review process for the I- 405 project.

PC-S88

From: Susan Stratton [chuckandsue@verizon.net]
Sent: Wednesday, June 20, 2012 9:18 PM
To: Parsons, 405.dedcomments
Subject: "the wall"

We are residents of College Park East in Seal Beach. We understand you are contemplating moving the wall up to 10 feet to expand the freeway.

LEAVE OUR WALL ALONE!! We'll lose parking on one side of Almond, no longer will it be safe for walkers, bikers, runners, dogs being walked, and there will be increased noise and pollution in our neighborhood.

Please DO NOT DO THIS!!!!!!!!

Charles and Susan Stratton, residents

1

PC-S89

From: Scott Stubble [mailto:scott_stubble@yahoo.com]
Sent: Wednesday, June 06, 2012 1:56 PM
To: Christina Byrne
Subject:

I am writing to express my support of Alternative #2 for the 405 expansion project. Alternative #3 would be, in my opinion, disastrous for Costa Mesa and I am firmly against this option or option #1.

Scott Stubble
3314 Florida Circle
Costa Mesa CA 92626
916-502-3481

1

PC-S90

From: Bob Stwalley [BStwalley@octa.net]
Sent: Wednesday, July 11, 2012 9:54 AM
To: Parsons, 405.dedcomments
Subject: The Three Alternatives for the 405

Hi,

Put me down for either of the 1st two options, but NOT for the one that includes the toll lanes. Toll lanes should not be on freeways. It is elitist.

Sincerely,

Robert Stwalley
8550-C Lake Knoll Ave., Garden Grove, CA 92844

1

PC-S91

July 17, 2012

Ms. Smita Deshpande
Branch Chief – Caltrans District 12
"Attn: 405 DEIR-EIS Comment Period"
2201 Dupont Drive, Suite 200
Irvine, CA 92612

Dear Ms. Deshpande:

I would like to submit my comments in regard to the I-405 DEIR/DEIS. I have issues with traffic congestion, air pollution, relocation of the College Park East sound wall, reliability and consistency of OCTA/ Caltrans predictions and toll road strategy.

Seal Beach is a small city, located between the San Gabriel River and two military bases. We have only one north-south arterial, Seal Beach Blvd. My neighborhood, College Park East, is located immediately adjacent to the I-405: on the north side, between Seal Beach Blvd. and Valley View St.. We are also located between the intersections of the I-405 with the I-605 and SR-22. Traffic congestion is already a problem in this area, as traffic backs up on the northbound and southbound I-405 during the morning and evening commute hours (and sometimes in-between). An incident on any one section of freeway can cause problems not only on that freeway, but also on the other two. When such an incident occurs, traffic may spill out onto Seal Beach Blvd., in an effort by drivers to detour around the problem. This can result in paralysis for us in Seal Beach. This has happened to me twice in the last year or so, where an incident caused me one hour to return home on surface streets from a distance of 3-4 miles away. As a result, I am very concerned about any proposal that would increase the level of congestion on the northbound I-405. When Seal Beach Blvd. becomes congested, residents north of the freeway will have difficulty reaching the city's downtown. Residents of Leisure World will have difficulty reaching the hospital or doctors. Our business districts will be affected by the increase of congestion on the boulevard. Student travel will also be affected, as will school buses. Additionally, Lampson Ave., which is not an arterial, has become a detour route and will continue to a detour to bypass congestion in the SR-22- I-405 overlap, affecting the residents of College Park East.

1

Slow moving and idling cars that result from increased traffic congestion will expose residents near to the freeway to increased air pollution. This includes residents of College Park East, College Park West, Leisure World, Rossmoor and Los Alamitos. It affects residents in their homes, our parks (Almond Park, Bluebell Park, Seal Beach Tennis Center and Edison Park) and in our schools in Rossmoor (where many Seal Beach children go to school). The very old and very young are more susceptible to diesel particulate matter and this will affect many of the citizens of Seal Beach. All three of these alternatives bring traffic up to the county line and leave it congested here to

2

PC-S91 Continued

adversely affect our residents. It is irresponsible to rush into doing this project, because of visions of dollars, at the expense of the local citizens.

In November, 2004, SCAG released results of an HOV study which concluded that HOV lanes going to 3+ occupants should be a last resort. They recommended more HOV lanes being built for 2+ drivers and HOV to HOV connectors. The West Coast Connectors (WCC) project follows this recommendation; it will attempt to ease transitions between the I-405 and the SR-22 and the I-405 and the I-605. This would eliminate some of the weaving that occurs when carpool drivers have to exit and weave across lanes to transition and then weave back across as they enter the new freeway. We are presently in the construction phase of this project, anxiously waiting for its benefits to materialize.

I recognize that something needs to happen to try to increase traffic flow in our area and reduce congestion. In 2006, the voters extended measure M, which specified the addition of one general purpose lane in each direction on the I-405 (Alternative # 1). I believe that going beyond that will not yield uncongested roads, until an equivalent or better widening occurs on the Los Angeles County side of the county line. In the area of the overlap of the I-405 and SR-22 freeways, we presently have six general purpose lanes and one HOV lane in each direction. Alternative 2 would add two general purpose lanes, bringing the total to 8 general purpose lanes and 2 HOV lanes (once the WCC project is completed). On the northbound I-405, these lanes will approach Los Angeles County which has 4 general purpose lanes and 1 HOV lane which continue northward into Los Angeles County. I-605 and 7th St. traffic will exit off, but these are not the bulk of the northbound traffic. While SR-22 was recently redone congestion still exists at the I-5-SR-57 exit to the eastbound 22. I believe a similar situation could likely occur here.

Alternative 3 is stated to have the best result in regard to throughput and travel time. However, while cars in the toll lanes are moving, orchestrated by congestion management pricing, the general purpose lanes actually have increased congestion, almost as bad as the no-build option (volume to capacity ratios listed in Table 3.1.6-12). Local drivers who would be in the general purpose lanes (most not making such a long trip) suffering through even worse congestion. The Express Lanes even operate at a LOS of D in the I-405 overlap and LOS F at the county line. The question becomes, will drivers really pay in mass to drive in these lanes which still suffer from some congestion?

Alternative 3 would only add one general purpose lane in the overlap of the I-405 and SR-22 freeways. However, it would force all cars who did not wish to pay a toll, out of the two HOV lanes. This alternative would result in 7 general purpose lanes and 2 express lanes. Once the WCC project is complete, we will have 6 general purpose lanes and two HOV lanes: eight lanes free for drivers to travel. In Alt. 3, the free travel lanes will be reduced to 7. This alternative does not increase capacity for free travel in our area — there is actually a reduction in the number of free travel lanes. It only increases capacity for those who choose to pay. Because the WCC project is paid for mostly with Federal taxes, grants and stimulus funds, I do not feel that it is proper at all for OCTA to confiscate these lanes and their connectors and try to charge taxpayers again for their use

PC-S91 Continued

in Alternative 3. They are not building any HOV lanes or connectors in our area with Alternative 3 funds, but would give them to single-occupant drivers who choose to pay. This is not what they were built for. Measure M adds a lane, but OCTA takes away what WCC has given us. This is not right. Traffic congestion will not be relieved. We should not jump into this alternative just because of the potential of revenue.

And what if OCTA's projections from Alternative 3 are not as forecast? Revenue forecasts have not been correct for other toll roads. Tolls collected would be much less than predicted and we would not get the promised revenue stream, while we would still have the increased congestion of the general purpose lanes. And what about the traffic estimates? The I-405 Project Study Report/Project Development Support of July, 2008, predicted much better traffic flow for Alternatives 1 and 2 in 2030 peak hours (Fig. 7-10) than this DEIR/DEIS document does for them in 2020 (Fig 7-10). Why are the traffic predictions so much higher now, showing all other Alternatives other than Alt. 3 operating at LOS F at almost all locations?

Are we not supposed to be reducing greenhouse gases? While 2+ carpool lanes were found to carry almost double the number of people per lane compared to the general purpose lanes, Alternative 3 would increase the number of people per lane in the general purpose lanes, while the HOV lanes would become mostly single-occupant vehicles. Yes 3+ vehicles could generally carpool for free, but most carpools would be traveling during peak hours and would be charged half-price, as in the 91-express model. A similar charge would be put on low-emissions vehicles. The intent of all of this seems much more revenue producing than try to reduce greenhouse gases.

I am familiar with the SR-91 and its Express Lanes, which would serve as a model for Alternative 3. When the eastbound 91-express lanes end at the Riverside County line, there is a weaving of cars that occurs at the express travelers need to move right if they are single occupant drivers to vacate the diamond lanes in Riverside County. At the same time, carpoolers merge left, to get into the diamond lanes. This weaving causes congestion. I believe a similar condition would result as the Express Lanes of Alternative 3 reach the Los Angeles County line. Express travelers would have the choice to either enter the diamond lane in Los Angeles County, or a general purpose lane next to it. However 2+ cars in the general purpose lanes in the northbound lanes would immediately begin to merge left to get into Los Angeles County's diamond lanes. This weaving would cause congestion right at the point where the southbound I-605 traffic is entering the northbound I-405. Additionally, when alternative 3 approaches the Orange County /Los Angeles County Line, the Express Lanes will split, one going to the I-605 connector, while the other continues northbound on the I-405. There could be a bottleneck occurring at this point, if more drivers are trying to merge into the left Express lane, continuing into Los Angeles County, than are going north onto the I-605 connector.

The sound wall that forms College Park East's southern border will be moved in Alternative 2 and Alternative 3. This will cause a number of changes to the neighborhood. Moving the wall will result in a narrowing of Almond Avenue, which is an important access street. Approximately 180 residents must use this street to leave

PC-S91 Continued

their homes. Narrowing of the street will result in a loss of parking on one side of the street and will result in safety concerns and a problem for residents on street sweeper day, with nowhere to park. In addition, electric lines will be moved closer to residents' homes, as will fire hydrants. I spoke with some who would like to sell their homes but know that they will take a large loss on them because of OCTA's plans. These low sales prices will then likely act to lower all the property values in College Park East.

9

10

We are also told that, because of latent demand, traffic will be pulled off our arterials as freeway capacity is increased. I do not believe that is the case with Alternative 3. Because the general purpose lanes are so congested, I believe that it is more likely that in this alternative, cars would actually leave to drive on the arterials. Drivers who presently bypass the freeway may well not choose to pay. My son worked in Newport Beach for a while and drove PCH to work and back. My husband and I have traveled PCH to Hoag and medical appointments in Newport Beach. We would have no plans to change to the freeway or toll road.

11

I have a major problem with Alternative 3 taking over HOV lanes that have been paid for with the taxpayers money, to act as revenue producers. My husband was a 2+ carpooler for 15 years, using the carpool lanes in Los Angeles County. He states that the HOV lanes do work to incentive carpooling. They are very popular on the 405. The WCC project adds another HOV lane in the 22-405 overlap. We should give these connectors a chance to work.

It may not be in OCTA's ability to control what LA County does, but it is certainly in their ability to work with them. While OCTA's FAQs for the Public Hearing indicate there is some planning occurring in LA County (they reference SCAG 2012 RTP). Nowhere in this document are there any plans for work on the area of the I-405 in Long Beach. There is only SCAG's concept of toll roads on all freeways. Los Angeles County is concentrating much more on mass transit projects. Orange County should do so too. It is irresponsible to our residents for transit officials to say that their only responsibility is to move cars through Orange County, showing more concern to revenue streams than to its residents.

12

Sincerely,



Schelly Sustarsic
4288 Candleberry Ave.
Seal Beach, CA 90740

PC-S92

From: B Sutton [bsc4@hotmail.com]
Sent: Tuesday, July 03, 2012 6:39 AM
To: Parsons, 405.dedcomments

Caltrans,
I vote against Alternative 3 for the I 405 Improvement Project. This suggested plan is too expensive and ill-conceived.
Thank you.

1

PC-S93

From: Ben Svensson [BSvensson@paramountcity.com]
Sent: Thursday, July 12, 2012 11:04 AM
To: Parsons, 405.dedcomments
Subject: No toll!!

Add four lanes: one in each direction from Euclid to the 605, plus a southbound lane from the Seal Beach Boulevard on-ramp to Brookhurst Street and a northbound lane from Brookhurst to the 22 Freeway/7th street interchange.

1

PC-S94

From: Tonia Svensson [tsvensson@moog.com]
Sent: Wednesday, July 11, 2012 11:07 AM
To: Parsons, 405.dedcomments
Subject: 405 Widening - Public Comment

I would like to add my voice to the 405 Widening Plans discussion.

I have been driving on the 405 almost daily for 26 years. Monday through Friday I commute to and from work starting from the 405S/22 at Valley View up to the 405N at Western.

As we all know, this is a heavily congested route. My experience is that there are not a significant number of commuters using the car pool lane relevant to the total number of users. I think the most equitable solution is to add two lanes in each direction. NO TOLL ROADS. Our existing taxes and vehicle license fees should cover these expenses.

Sincerely,

Tonia Svensson
Garden Grove, CA

Tonia K. Svensson
Configuration Manager
Torrance Operations
Moog Inc., Aircraft Group
Tel: 310-618-6653
Cell: 310-422-0646
tsvensson@moog.com

PC-S95

July 11, 2012

OCTA Board Member
550 S.Main St
PO BOX 14184 Orange CA 92863

TEL: (714) 560 6282

Dear Mr.

I am a resident of the City of Seal Beach College Park East Community. I am asking you to vote for Alternative 1 for the I-405 Freeway Improvement project. This alternative will have the most limited community and environmental impacts compared to any other alternative. The community believes this alternative is the most best choice because:

1. Alternative 1 does not encroach 10 feet into Almond Avenue which has an existing soundwall that protects the community. If this wall is torn down and a new wall is built for widening the I-405, it will make Almond a one way street. In case you were not aware, Almond Street is a dedicated Tsunami escape route and the only community access route out from the College Park Community. Almond Street needs to be wide and two way configuration is needed in order to serve as an escape route due to floods and/or Tsunamis.

2. Alternative 1 also impacts to existing parks will at Astor Street and at Orleander Street. Like many of parks in our community, children play and senior citizens walk along Almond Street every day. Mothers and their children walk use these parks every day. An alternative that encroaches into our community will create expose families and children to more vehicle exhaust which causes respiratory problems, lung disease and/or lung cancer. The closer the freeway is closer to our community, the more exposed to vehicle exhaust and harmful toxics.

3. Funding is only available for Alternative 1.

Alternative 2 has a funding gap which will require OCTA to issue bonds and take more of the County's tax dollars. The community and residents do not favor this irresponsible tax-waste scenario.


Sincerely,



Tamara Sverev
3610 Teaberry Circle
Seal Beach, CA 90740
562-308-8728

PC-S96

PC-S97



I-405 Improvement Project Public Hearing

Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.





Meeting Venue (please check one of the following):


☐ Monday, June 4, 2012 – Orange Coast Community College
 ☐ Thursday, June 7, 2012 – Rush Park Auditorium
☐ Wednesday, June 6, 2012 – Westminster Community Center
 ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): <u>Jaffrey M. Swain</u>	
Organization: <u>Labar Local 652</u>	
Address(Optional): <u>10623 Larch Ave. Bloomington CA 92316</u>	
Phone Number: <u>(909) 877-4476</u>	Email address:

Comments: Traffic is increasing and only getting worse.
Employment in the construction trade is at an all time low, causing many families to lose homes and cause many more problems.

(Space for comments continued on reverse)



I-405 Improvement Project Public Hearing

Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.





Meeting Venue (please check one of the following):

☒ Monday, June 4, 2012 – Orange Coast Community College
 ☐ Thursday, June 7, 2012 – Rush Park Auditorium
☐ Wednesday, June 6, 2012 – Westminster Community Center
 ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): <u>Bobby Shen</u>	
Organization: <u>Pan Pacific</u>	
Address(Optional): <u>17911 Michel S Irvine Ca</u>	
Phone Number: <u>414 412 1733</u>	Email address: <u>BobbyShen@pfbao.com</u>

Comments: It will be great because I can get to and from work a lot faster.

(Space for comments continued on reverse)

PC-S98

From: Jackie Sweeney [jackiecr30@yahoo.com]
Sent: Friday, June 08, 2012 1:50 PM
To: Parsons, 405.dedcomments
Subject: Alternative 3

We are strongly opposed to alternative 3. Jacqueline Sweeney
Robert Sweeney Susan Browne
We live right at the 405 and already way to much noise and
exhaust. Please consider what it will do to the people who live by
this freeway.

1

PC-S99



I-405 Improvement Project

Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (EIR/EIS). Comments must be received by Caltrans no later than July 17, 2012.

Name (First and Last): <u>Bruce Switzky</u>	
Organization:	
Address (Optional): <u>3671 Bluebell Street SEAL BEACH, CA 90740</u>	
Phone Number: <u>562-431-4981</u>	Email address:

Comments: Our Preference is the No Build alternative. We want the least amount of disruption to where we live which is College Park East. Alternative #1 is our second choice. One additional lane in each direction would still impact the bridges and play havoc on the freeway traffic in the short term. The cost is high and the traffic lanes decrease on the 605 freeway which creates back up problems due.

(Space for comments continued on reverse)

1
2

PC-S99 Continued

to merging into fewer lanes of traffic. Since both
L.A. and Orange County are not able to fund
together, we will wind up with more gridlock.

We would rather see a light rail system
to ease traffic off of the freeway system.
This could be a long term solution for
decreasing pollution and easing congestion
on the heavily traveled 405 freeway.

Also we do not want the sound wall
along College Park East moved even one inch.
The Weapons Station does not want to lose
any land and College Park East does not
want any traffic closer to our homes.

We do not want the additional noise and
the additional pollution or the additional
cost. We do not want the projects of
Alternatives # 2 or # 3 under any conditions.

Please use another sheet if you need more space for your comments.

Submit completed response sheets,
by mail by July 17, 2012 to:
Ms. Smita Deshpande
Branch Chief - Caltrans District 12
"Attn: 405 DEIR-DEIS Comment Period"
2201 Dupont Drive, Suite 200
Irvine, CA 92612

For more information on the
I-405 Improvement Project, please contact:
Christina Byrne, Outreach Manager
(714) 560-5717
www.octa.net/405Improvement
www.facebook.com/405Improvement

Responses may also be emailed to:
405.dedcomments.parsons@parsons.com

RESPONSE TO PUBLIC COMMENTS (PC)-S

Response to Comment Letter PC-S1

Comment PC-S1-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-S2

Comment PC-S2-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-S3

Comment PC-S3-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. The project is not anticipated to require full acquisition of any residential properties. Please see Common Responses – Preferred Alternative Identification and Opposition to Tolling.

Response to Comment Letter PC-S4

Comment PC-S4-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-S5

Comment PC-S5-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred

Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Response to Comment Letter PC-S6

Comment PC-S6-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-S7

Comment PC-S7-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Comment PC-S7-2

Please see Response to Comment PC-S7-1.

Comment PC-S7-3

Please see Common Response – Opposition to Tolling.

Response to Comment Letter PC-S8

Comment PC-S8-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PC-S8-2

Please see Response to Comment PC-S8-1.

Comment PC-S8-3

The priority of the design team was to minimize the residential impacts, including ROW. OCTA, Caltrans, and FHWA have worked extensively with the Navy to move I-405 toward and into the Navy property to avoid impacting the residential areas on the northbound side of I-405. Please see Common Response – Shifting Improvements away from Residential Properties onto NAVWPNSTA Seal Beach Property.

Comment PC-S8-4

Please see Response to Comment PC-S8-1.

Response to Comment Letter PC-S9**Comment PC-S9-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-S10**Comment PC-S10-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-S11**Comment PC-S11-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred

Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PC-S11-2

Please see Response to Comment PC-S11-1.

Comment PC-S11-3

Please see Response to Comment PC-S11-1.

Response to Comment Letter PC-S12

Comment PC-S12-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-S13

Comment PC-S13-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Comment PC-S13-2

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PC-S13-3

Please see Response to Comment PC-S13-1.

Comment PC-S13-4

Please see Common Response – Measure M.

Response to Comment Letter PC-S14**Comment PC-S14-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-S15**Comment PC-S15-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-S16**Comment PC-S16-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Common Response – Measure M.

Comment PC-S16-2

Please see Common Response – Preferred Alternative Identification.

Comment PC-S16-3

With respect to a potential bottleneck at the Los Angeles county line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Alternatives M3, M9, M12, and M13 (see Section 2.2.7 and Figure 2-8), evaluated as part of the I-405 MIS (2003-2006), included project components similar to what you are recommending within your comment. These alternatives were not considered viable alternatives for further consideration because they do not fulfill the project purpose and are substantially more expensive than the Preferred Alternative (see discussion of Alternatives M3, M9, M12, and M13 in Section 2.7). Please also see Common Response – Elimination of LRT and BRT Alternatives.

Comment PC-S16-4

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PC-S16-5

Chapters 3 and 4 of the EIR/EIS that was prepared for this project discloses all anticipated impacts to the human, physical, and natural environments as a result of the project and measures aimed at reducing those impacts.

Comment PC-S16-6

Please see Response to Comment PC-S16-4.

Comment PC-S16-7

Please see Responses to Comments PC-S16-2 and PC-S16-3.

Comment PC-S16-8

As stated in Section 2.2.4, No Build (No Action) Alternative, of the Draft EIR/EIS, the No Build Alternative is not considered a viable alternative because it would not achieve the project's purpose.

Response to Comment Letter PC-S17

Comment PC-S17-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Comment PC-S17-2

Please see Response to Comment PC-S13-2.

Comment PC-S17-3

Please see Response to Comment PC-S13-3

Comment PC-S17-4

Please see Response to Comment PC-S13-4.

Response to Comment Letter PC-S18**Comment PC-S18-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PC-S18-2

As described in Section 3.2.6 of the Draft EIR/EIS, emissions will be reduced under all of the build alternatives compared to the future No Build Alternative, and no permanent adverse project-related air quality effects were identified. Air quality Measures AQ-1 through AQ-14, described in Section 3.2.6, will avoid and/or minimize all construction-related air quality effects. Please see Common Response – Air Quality.

Comment PC-S18-3

All reasonable and feasible noise abatement will be constructed, as described in Section 3.2.7 of the Final EIR/EIS and final Noise Abatement Decision Report. Project-related construction and operational noise effects were analyzed in detail in the project Noise Study Report. As described in Section 3.2.7, project-related noise levels associated with the build alternatives would be less than the future No Build Alternative. Please see Common Response – Noise/Noise Analysis.

Response to Comment Letter PC-S19**Comment PC-S19-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Major transit improvements were considered for the project corridor. These alternatives were not considered viable alternatives for further consideration because they do not fulfill the project purpose and are substantially more expensive than the Preferred Alternative (see discussion of Alternatives M3, M9, M12, and M13 in Section 2.2.7, Alternatives Considered but Eliminated from Further Discussion). Please also see Common Response – Elimination of LRT and BRT Alternatives.

With respect to a potential bottleneck at the Los Angeles County line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Comment PC-S19-2

We acknowledge your comment about toll roads. The population and employment forecasts used for traffic forecasting for the I-405 Improvement Project are approved by SCAG. A comparison of pre-recession traffic data (year 2005) to forecast volumes shows annual growth rates of 1.0 to 1.5 percent from 2005 to 2040 and annual rates of 1.1 percent or less from 2020 to 2040.

Comment PC-S19-3

Tables 3.2.6-6 and 3.2.6-7 in the EIR/EIS show that emissions for the build alternatives are generally less than the existing and future no-build conditions. This decrease is due to higher vehicle speeds, which generally result in lower emission rates; therefore, the project would result in a beneficial effect related to regional operational emissions. Please see Common Response – Air Quality.

Comment PC-S19-4

The aesthetics treatment for the project will be finalized during the design phase. The plastic “art” made reference to was implemented as part of different freeway corridor projects, such as the I-5 improvements in Santa Ana. Input from project stakeholders, including respective aesthetics committees from the cities, would be solicited during the start of the design phase.

Comment PC-S19-5

Alternatives M3, M9, M12, and M13 (see Section 2.2.7, Alternatives Considered but Eliminated from Further Discussion, and Figure 2-8 of the Draft EIR/EIS) included project components similar to what you are recommending within your comment. These alternatives were not considered viable alternatives for further consideration because they do not fulfill the project purpose and are substantially more expensive than the Preferred Alternative (see discussion of Alternatives M3, M9, M12, and M13 in Section 2.2.7). Please also see Common Response – Elimination of LRT and BRT Alternatives.

Response to Comment Letter PC-S20

Comment PC-S20-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Response to Comment Letter PC-S21

Comment PC-S21-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Comment PC-S21-2

Analysis of the traffic performance of the transition areas is presented in the Draft EIR/EIS and summarized in Table 3.1.6-17.

Comment PC-S21-3

We acknowledge your comment regarding vehicle sizes. Regarding the change in occupancy requirement to three persons per vehicle for free use of the Express Lanes in Alternative 3, please see Common Response – Opposition to Tolling.

Comment PC-S21-4

Please see Response to Comment PC-S21-1.

Response to Comment Letter PC-S22

Comment PC-S22-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Responses – Preferred Alternative Identification and Opposition to Tolling.

Response to Comment Letter PC-S23

Comment PC-S23-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred

Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Comment PC-S23-2

A Supplemental Traffic Study has been prepared and a Supplemental Draft EIR/EIS prepared and circulated covering potential traffic impacts in Los Angeles County, including potential impacts to the SR-22/Studebaker interchange referenced in the comment, as well as along 7th Street, I-405, and I-605 in Los Angeles County. The analysis and measures presented in the Supplemental Draft EIR/EIS are included in Section 3.1.6 of the Final EIR/EIS.

With respect to a potential bottleneck at the Los Angeles County line and the city of Long Beach, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line. Analysis of Katella Avenue at I-605 is included in Section 3.1.6 of the Draft EIR/EIS.

With respect to coordination among the agencies with responsibility for transportation and traffic on both sides of the Orange/Los Angeles County line, please see Common Response – Coordination between Caltrans Districts 7 and 12, OCTA, Los Angeles Metro, Gateway City Council of Governments, and City of Long Beach.

Comment PC-S23-3

With respect to relocation of soundwalls and acquisition of ROW, Caltrans and OCTA will consider the balance between the benefits of freeway improvement and the need to acquire private property.

With respect to potential impacts of the project in Long Beach, a Supplemental Traffic Study has been prepared and a Supplemental Draft EIR/EIS prepared and circulated covering potential traffic impacts in Los Angeles County. The analysis and measures presented in the Supplemental Draft EIR/EIS are included in Section 3.1.6 of the Final EIR/EIS.

Comment PC-S23-4

We acknowledge the opposition to tolling. The project is considered a Major Project by FHWA, and a Draft Financial Plan must be submitted to FHWA prior to approval of the Final EIR/EIS. The Draft Financial Plan must identify full funding for the project.

Response to Comment Letter PC-S24

Comment PC-S24-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in

your comment when the Final EIR/EIS is available for review. Please see Common Responses – Preferred Alternative Identification and Replacement of Fairview Road Overcrossing/Truncation of Tolled Express Lanes.

Response to Comment Letter PC-S25

Comment PC-S25-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Respuesta a la Carta De Comentario PC-S26

Comentario PC-S26-1

Las agencias de Caltrans y Orange County Transportation Authority les gustaría agradecerle por haber participado en el proceso ambiental para el proyecto de ampliación de la autopista de San Diego (I-405). Su comentario fue considerado durante el proceso de selección de la “Alternative Preferida”, como esta escrito en el reporte llamando en ingles “I-405 Improvement Project Final EIR/EIS.” Se le notificará en la dirección proveida en su Comentario cuando el reporte “Final EIR/EIS” va a estar disponible para revisarlo.

Response to Comment Letter Translation PC-S26

Comment PC-S26-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-S27

Comment PC-S27-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

All of the arterial intersection configurations are shown in the project 11- by 17-inch project layout plans in Draft EIR/EIS Appendix P. The layout plans indicate the existing conditions as a

light gray shade and the project improvements in heavy black linework. Any existing ramps to be removed would be identified as a hatch pattern.

Response to Comment Letter PC-S28

Comment PC-S28-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-S29

Comment PC-S29-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

The design of the arterial interchanges shown in the Draft EIR/EIS represents the optimized design that has been reviewed by Caltrans including, but not limited to, the ADA, Design, Traffic Operations, and Environmental branches. Impacts to pedestrians and bicyclists have been minimized as much as possible by assuring that the ADA pedestrian accessibility standards are adhered to, as well as maintaining existing arterials with Class II Bikeways designation. Furthermore, proposed bikeways respective to each city within the project limits are also included in the design per the OCTA Commuter Bikeways Strategic Plan (OCTA CBSP).

In summary, the design shown in the Draft EIR/EIS with bicycle features includes the existing arterials with Class II designation, namely Fairview Road, Ward Street, Slater Avenue, Bushard Street, Edwards Street, and Seal Beach Boulevard. The same features are also shown for the arterials with proposed Class II Bikeways, including Newland Street, Edinger Avenue, McFadden Avenue, Westminster Boulevard, Bolsa Chica Road, and the Heil Pedestrian Overcrossing. Pedestrian features are also included in the design, such as meeting the minimum required sidewalk widths, cross slopes, and longitudinal grades.

At locations where the requirements set forth in the HDM are not possible for a specific location, a process with Caltrans that requests an approval for an exception to the standard would be documented and is supported with a location map and justification for not meeting the minimum requirement.

Deputy Directive DD-64-R1, Complete Streets-Integrating the Transportation System, released by Caltrans in 2008, has been supplemented with new standards from the HDM (May 2012) that require new minimum requirements for bicycle facilities with permitted Class II Bikeways. The process to include the requirements from the May 2012 HDM revision is in progress.

Comment PC-S29-2

The new HDM requirement, 403.6(1) Turning Traffic, points to two locations in the design that are proposed for requesting an exception to the requirement. To address this new requirement, a design revision is being made to separate the bikeway from the roadway at several locations including eastbound Talbert Avenue to southbound I-405 on-ramp; eastbound Edinger Avenue to southbound I-405 on-ramp; eastbound Bolsa Avenue to southbound I-405 on-ramp; eastbound Westminster Boulevard to southbound I-405 on-ramp; northbound Beach Boulevard to northbound I-405 on-ramp; and southbound Beach Boulevard to Center Avenue. The second requirement under 403.6(1), related to providing a minimum 4-ft right-turn width for bicycle use between the right-turn and through lane at Class II Bikeways facilities, is satisfied for all pertinent locations where Class II Bikeways are designated, as shown in the design. No exceptions to this requirement are needed.

The design of at-grade intersections at interchanges, as referenced under HDM Index 403.6(2), has prioritized safety and adheres to the permissive standard to the best extent possible with review by Caltrans' Design, Traffic Operations, and ADA branches.

HDM Index 502.2, which indicates that local road interchanges ramp termini should be perpendicular to the local road, is a permissive standard that has been implemented to the best extent possible. The project has made improvements at most interchanges to the existing conditions. Where ramps terminate at a signalized or tee intersection, the angle where it connects to the local street meets the minimum requirement of exceeding 75 degrees as required in the HDM.

Thank you for your suggestions on the arterial interchanges for which you have provided feedback. Please see below for additional background to the design shown in the Draft EIR/EIS.

Comment PC-S29-3

Harbor Boulevard currently is not designated a Class II Bikeway and is not proposed as such under the City of Costa Mesa and the OCTA CBSP; therefore, HDM standard 403.6(1) is not applicable. The configuration of this southbound on-ramp was recently reconfigured and is proposed to be maintained. The pedestrian crossings would be signalized to match the existing conditions.

Comment PC-S29-4

Ellis Avenue is not designated a Class II Bikeway and is not proposed as such under the City of Fountain Valley and the OCTA CBSP; therefore, HDM standard 403.6(1) is not applicable. However, pedestrian accessibility has been maintained with a continuous sidewalk along the new southbound on-ramp. The crosswalk at the intersection of the southbound ramps/Ellis Avenue/Euclid Street/OCSD driveway entrance would include pedestrian signals in combination with the traffic signals. OCTA CBSP 2.6.3 references facilities with Class II designation as indicated in Figures 2.3 and 2.4.

Comment PC-S29-5

Euclid Street is not designated a Class II Bikeway and is not proposed as such under the City of Fountain Valley and the OCTA CBSP; therefore, HDM standard 403.6(1) is not applicable. The City is currently implementing a project that extends the sidewalk from the intersection with the Newhope/northbound ramps to the OCSD driveway along northbound Euclid Street. The project proposes to maintain this sidewalk. The project also proposes a new crosswalk at the north side of the intersection of the southbound ramps/Ellis Avenue/Euclid Street/OCSD driveway entrance for additional pedestrian accessibility.

Comment PC-S29-6

Brookhurst Street is not designated a Class II Bikeway and is not proposed as such under the City of Fountain Valley and the OCTA CBSP; therefore, HDM standard 403.6(1) is not applicable. Both southbound Brookhurst Street to southbound I-405 and northbound Brookhurst Street to northbound I-405 are proposed as slip on-ramps to provide a better-performing interchange. The project includes improvements to the existing condition by providing striped crosswalks at both loop on-ramps angled perpendicular to traffic for improved visibility. Pedestrian accessibility is also considered by meeting ADA requirements. Southbound Brookhurst Street to northbound I-405 is also designed under the same conditions as the two loop on-ramps.

Pedestrian signals at crossings are proposed in combination with the traffic signals at the off-ramp termini, which are improvements to the existing condition. OCTA CBSP 2.6.3 references facilities with Class II designation, as indicated in Figures 2.3 and 2.4.

Comment PC-S29-7

Warner Avenue is not designated a Class II Bikeway and is not proposed as such under the City of Fountain Valley and the OCTA CBSP; therefore, HDM standard 403.6(1) is not applicable. Westbound Warner Avenue to the northbound I-405 ramp and eastbound Warner Avenue to the southbound I-405 ramp terminate perpendicular to the arterial and meets Caltrans design

standards. Signalization of the ramps is not proposed based on traffic analysis. The project improves pedestrian accessibility by providing striped crosswalks that are perpendicular to traffic for improved visibility.

Pedestrian signals at the ramp crossing are not proposed. OCTA CBSP 2.6.3 references facilities with Class II designation, as indicated in Figures 2.3 and 2.4.

Comment PC-S29-8

Magnolia Street is proposed for Class II Bikeway designation from I-405 to its intersection at Warner Avenue under the City of Huntington Beach and the OCTA CBSP. The Final EIR/EIS will provide bike lanes within this reach and will adhere to both the Caltrans HDM 403.6(1) requirement and the OCTA CBSP 2.6.3.

Southbound Magnolia Street to northbound I-405 is designed to avoid impacting several commercial properties between the freeway and the on-ramp. The design is an improvement from the existing condition by providing a striped crosswalk that is angled perpendicular to traffic for improved visibility.

Pedestrian signals are proposed in combination with the traffic signals at both loop entrance ramps.

Comment PC-S29-9

The project proposes to replace the Heil Avenue Pedestrian Overcrossing. Per the OCTA CBSP bikeways map Section 3, a Class II Bikeway is proposed within the project limits. The design accommodates pedestrians and bicyclists with switchback ramps that allow bicyclists to maneuver the turns. Proper signage would be proposed during the design phase of the project.

Comment PC-S29-10

Beach Boulevard is not designated a Class II Bikeway and is not proposed as such under the cities of Huntington Beach/Westminster and the OCTA CBSP; therefore, HDM standard 403.6(1) is not applicable. However, to accommodate bike use, the design has been revised at the northbound Beach Boulevard to northbound I-405 on-ramp and geometry for southbound Beach Boulevard to westbound Center Avenue to separate the bike lane from the roadway at ramp intersections.

The geometry at southbound Beach Boulevard to northbound I-405 is not duplicated at the Brookhurst Street and Magnolia Street interchanges for reasons aforementioned.

Comment PC-S29-11

Edinger Avenue is proposed for Class II Bikeway designation under the City of Huntington Beach and the OCTA CBSP. A bike lane is proposed from the start of the project limits throughout Edinger Avenue. The Final EIR/EIS will include a callout note on the layout plans. Although sidewalks on both sides of the bridge are provided, pedestrian access is maintained to match existing conditions by allowing access only from the north side of Edinger Avenue. Appropriate signage prohibiting pedestrian access along the south side of Edinger Avenue will be provided with a sign panel and barricade during final design phase.

As described in Response to Comment PC-S29-2, a design exception is requested at the location approaching the southbound on-ramp.

Comment PC-S29-12

Caltrans and OCTA acknowledge your comment.

Comment PC-S29-13

The project improves and accommodates pedestrian accessibility at the southbound Goldenwest Street to southbound I-405 on-ramp by providing a striped crosswalk that is perpendicular to traffic for improved visibility. A pedestrian signal at this ramp crossing is not proposed due to interchange operations.

Comment PC-S29-14

Westminster Boulevard is proposed for Class II Bikeway designation under the City of Westminster and the OCTA CBSP.

Pedestrian signals at ramp crossings are not proposed due to interchange operations.

Comment PC-S29-15

Bolsa Chica Road is proposed for Class II Bikeway designation under the City of Westminster and the OCTA CBSP.

Pedestrian accessibility is prohibited along the southbound direction of Bolsa Chica Road, including Valley View Street to the north. Providing crosswalks to this side of the arterial would not be required and would avoid confusion.

Comment PC-S29-16

Seal Beach Boulevard is currently designated for Class II Bikeway under the City of Seal Beach and the OCTA CBSP and will be maintained for the project with additional improvements that

meet Caltrans HDM requirements. The design does not preclude the potential to add crosswalks in the future.

Comment PC-S29-17

The design of the project complies with the HDM requirements. At any locations where the HDM is not adhered to, design exceptions are requested and approved through Caltrans. Please see Response to Comment PC-S29-1.

Comment PC-S29-18

With respect to low-income and minority populations, environmental justice is covered in the Draft EIR/EIS in Section 3.1.4.3. No protected populations were found to be disproportionately adversely affected by any of the proposed build alternatives. Furthermore, the permanent condition created following construction of the project will increase the provision of bike lanes and pedestrian facilities as described on page 3.1.6-103 of the Draft EIR/EIS.

Comment PC-S29-19

With respect to temporary construction impacts to bikes and pedestrians resulting from closures or constraints, these items would be addressed within the Final TMP. As described in Section 2.1.6 of the Draft EIR/EIS, the Final TMP will be prepared during the PS&E phase, which will require minimization and mitigation of construction-related effects on traffic and circulation/pedestrian and bicyclists by applying a variety of techniques, including public information, motorist information, incident management, construction strategies, demand management, alternate route, and other strategies to improve public safety during construction. During construction, the Final TMP would require that existing levels of pedestrian and bicycle access be maintained and, at a minimum, on one side of the street at all times through the construction limits. The TMP will be developed in cooperation with the corridor cities, emergency service providers, OCTA (as the transit provider), school districts, project stakeholders, and others. The commenter is urged to work through these groups to develop effective treatments for temporary construction impacts to bike and pedestrian facilities. If a formal advisory group is developed among these groups to expedite development of the TMP, consideration will be given to inclusion of bike and pedestrian representatives.

During the course of project construction, the Traffic Management Team will observe traffic/pedestrian conditions and make recommendations to the Resident Engineer concerning any changes that need to be made with respect to traffic management. The TMP Coordinator will work closely with the Traffic Management Team to develop timely recommendations to address traffic-related effects on traffic and circulation/pedestrians and bicyclists, including coordination with schools, in developing alternative routes, as necessary.

Response to Comment Letter PC-S30

Comment PC-S30-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Please see Common Responses – Measure M Funding and Opposition to Tolling.

Response to Comment Letter PC-S31

Comment PC-S31-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Responses – Preferred Alternative Identification, Replacement of Fairview Road Overcrossing/Truncation of TOLLED Express Lanes, and Opposition to Tolling.

Response to Comment Letter PC-S32

Comment PC-S32-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Only Alternative 3 would require replacement of the Fairview Road Overcrossing. Caltrans/OCTA have considered design options to avoid replacement of the Fairview Road Overcrossing under Alternative 3. Please see Common Response – Replacement of Fairview Road Overcrossing/Truncation of TOLLED Express Lanes.

Comment PC-S32-2

Thank you for your comment.

Response to Comment Letter PC-S33**Comment PC-S33-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

With respect to the I-605 southbound GP connector to I-405 southbound, Alternatives 1 and 2, as presented in the Draft EIR/EIS, would provide two full lanes from I-605 southbound onto southbound I-405. Alternative 3, as shown in the Draft EIR/EIS, would provide a single lane; however, this may be reconsidered during final design. Changes to the two-lane condition on I-605 southbound feeding the connector to I-405 southbound are not part of the proposed project.

Response to Comment Letter PC-S34**Comment PC-S34-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-S35**Comment PC-S35-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Comment PC-S35-2

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Response to Comment Letter PC-S36

Comment PC-S36-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-S37

Comment PC-S37-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Opposition to Tolling.

Comment PC-S37-2

Regarding the change in occupancy requirement to three persons per vehicle in the Express Lanes of Alternative 3, please see Common Response – Opposition to Tolling. Part-time HOV lanes have not been considered for this project.

Response to Comment Letter PC-S38

Comment PC-S38-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Comment PC-S38-2

Reasonable and feasible soundwalls will be constructed, if not objected to by the benefited residences, as described in Section 3.2.7 of the Final EIR/EIS and final Noise Abatement Decision Report. Caltrans and FHWA do not provided sound proofing of private houses if traffic noise impacts can be abated at the outdoor use areas. Please see Common Response – Noise/Noise Analysis.

Response to Comment Letter PC-S39**Comment PC-S39-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Alternatives M3, M9, M10, M11, M12, and M13 (see Section 2.2.7 and Figure 2-8), evaluated as part of the I-405 MIS (2003-2006), included project components similar to what you are recommending within your comment. These alternatives were not considered viable alternatives for further consideration because they do not fulfill the project purpose and are substantially more expensive than the Preferred Alternative (see discussion of Alternatives M3, M9, M10, M11, M12, and M13 in Section 2.7). Please also see Common Response – Elimination of LRT and BRT Alternatives.

Comment PC-S39-2

During freeway and local street construction, it is known that inconveniences to the community and traveling public are evident. The project mitigates construction impacts to traffic under a TMP that will be further developed during the design phase.

Comment PC-S39-3

With respect to a potential bottleneck at the Los Angeles county line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Comment PC-S39-4

Tables 3.2.6-6 and 3.2.6-7 show that emissions for the build alternatives are generally less than the existing and future no-build conditions. This decrease is due to higher vehicle speeds, which generally result in lower emission rates; therefore, the project would result in a beneficial effect related to regional operational emissions. Please see Common Response – Air Quality.

Comment PC-S39-5

Intermediate access points at Magnolia Street/Warner Avenue and Goldenwest Street/Bolsa Avenue will provide access between the Express Lanes in Alternative 3 and Beach Boulevard.

Comment PC-S39-6

Please see Response to Comment PC-S39-1.

Comment PC-S39-7

Regarding the change in occupancy requirement to three persons per vehicle for free use of the Express Lanes by HOVs, please see Common Response – Opposition to Tolling.

If HOVs with only two occupants choose not to use the Express Lanes, toll prices will be adjusted to attract replacement vehicles to the Express Lanes. The volume of traffic in the Express Lanes is independent of the occupancy requirement for free HOV use of the Express Lanes. Because the Express Lanes have more throughput during congested hours than the GP lanes, the GP lanes will benefit from diversion of traffic from the GP lanes to the Express Lanes.

Slow-moving congested freeway lanes have lower and unstable throughput compared to uncongested lanes. During peak periods, the GP lanes on I-405 are forecast to be heavily congested with lower throughput (approximately 1,200 vehicles per lane per hour) than the Express Lanes, whose throughput will be managed to approximately 1,700 vehicles per lane per hour. For an explanation of how this management works, see the Draft EIR/EIS, page 2-20. By providing more throughput per lane through management of the Express Lanes, traffic in the GP lanes would be reduced and congestion eased; for two conditions with the same total number of lanes and congested conditions, congestion in the GP lanes would be less if two of the lanes were managed to increase their throughput. Please see the rows of Table 3.1.6-14 labeled “Brookhurst Street to SR-22 East” for a comparison of the throughput of Alternatives 2 and 3 with the same total number of lanes.

Comment PC-S39-8

The purpose of tolling is to raise revenue to build the Express Lanes and to manage traffic to achieve higher throughput per lane than there will be during congested periods in the GP lanes. Excess toll revenues (i.e., net revenues after all operating, capital, debt service, and other expenditures) from the Express Lanes in Alternative 3 would be available for OCTA to expend on transportation improvements in the I-405 corridor consistent with the provisions of the California Streets and Highways Code Section 143 (j)(1). If Alternative 3 becomes the Preferred Alternative, the OCTA Board would adopt a policy regarding the use of net revenues.

Comment PC-S39-9

Public comments are an important part of the public review process for the EIR/EIS and are weighed by the PDT when selecting the Preferred Alternative. Please see Common Response – Preferred Alternative Identification.

Comment PC-S39-10

Please see Responses to Comments PC-S39-1 through PC-S39-9.

Response to Comment Letter PC-S40**Comment PC-S40-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PC-S40-2

Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-S41**Comment PC-S41-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Response to Comment PC-S40-1.

Comment PC-S41-2

Please see Response to Comment PC-S40-1.

Comment PC-S41-3

Please see Response to Comment PC-S40-1.

Response to Comment Letter PC-S42**Comment PC-S42-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-S43

Comment PC-S43-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Response to Comment PC-B20-1.

Comment PC-S43-2

Traffic during construction periods can be inconvenient. The Draft TMP (Community Impact Assessment, Appendix D) outlines concepts to be used to minimize disruption to traffic during construction. Appendix M of the Draft EIR/EIS provides detour plans for potential ramp closures.

Response to Comment Letter PC-S44

Comment PC-S44-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Response to Comment PC-B20-1.

Response to Comment Letter PC-S45

Comment PC-S45-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-S46

Comment PC-S46-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

The SR-91 Express Lanes are considered successful traffic management. They do not eliminate congestion in the GP lanes; they provide an option to that congestion to motorists willing to pay a toll. The tolls are set at the rates necessary to maintain high-speed operations. For an explanation of how this management works, see the Draft EIR/EIS, page 2-20. For additional information, please see Common Response – Opposition to Tolling.

Comment PC-S46-2

Please see Common Response – Preferred Alternative Identification.

Comment PC-S46-3

Existing soundwalls can only be replaced by higher soundwalls if an additional 5-dB noise reduction could be achieved. Soundwalls have a “diminishing margin of return” once the line-of-sight to major sources of traffic noise have been cut or blocked, which include, but are not limited to, tire, engine, and truck stack exhaust noise. The insertion loss for barriers does not follow a linear trend in reducing noise levels once the line-of-sight is removed from the tallest noise source, which for traffic noise is the exhaust from truck stacks, which are approximately 12 ft from ground level. The current maximum preferred height for soundwalls in California is 16 ft due to seismic issues. Please also see Common Response – Noise/Noise Analysis.

Response to Comment Letter PC-S47**Comment PC-S47-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Response to Comment Letter PC-S48**Comment PC-S48-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-S49

Comment PC-S49-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-S50

Comment PC-S50-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PC-S50-2

With respect to a potential bottleneck at the Los Angeles County line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Comment PC-S50-3

Under the No Build Alternative, vehicles entering I-405 northbound from Seal Beach Boulevard must merge one lane left to access I-605 and one more lane left to continue on I-405 northbound. Under all of the build alternatives, one lane change plus a lane merge downstream of the SR-22 westbound off-ramp would be required to reach I-605 and two additional lane changes to reach I-405.

Comment PC-S50-4

Traffic differences between the No Build Alternative and the build alternatives are presented in the Draft EIR/EIS in Section 3.1.6, and improvements to Seal Beach Boulevard are identified.

The additional lanes and improved performance on I-405 under the build alternatives compared to the No Build Alternative will encourage traffic currently diverting from the congested freeway to local streets to remain on the freeway.

Comment PC-S50-5

The experience on SR-91 is that motorists from all income groups use the Express Lanes.

If HOVs with only two occupants choose not to use the Express Lanes, toll prices will be adjusted to attract replacement vehicles to the Express Lanes. The volume of traffic in the Express Lanes is independent of the occupancy requirement for free HOV use of the Express Lanes. Because the Express Lanes have more throughput during congested hours than the GP lanes, the GP lanes will benefit from diversion of traffic from the GP lanes to the Express Lanes.

With respect to the limited access to and from the Express Lanes and potential impacts to local businesses, please see Common Response – Opposition to Tolling.

Toll rates would change periodically during the day to manage the volume of traffic in the Express Lanes and ensure a reliable uncongested trip.

Comment PC-S50-6

Dropping the additional GP lane in Alternatives 1 and 3 upstream of I-605 near Valley View Street as suggested in the comment would create a chokepoint at the drop location, because there would be no roadway to receive the lane's traffic. Carrying that lane to I-605 and providing a full two-lane exit at the beginning of I-605 provides a location for ending the lane that has the capacity to receive the lane's traffic. Consideration was given to dropping the second additional lane included in Alternative 2 just south of SR-22, but this was rejected due to the level of congestion such a bottleneck would create. Carrying the second lane to the SR-22 West exit ramp provides a location for ending the lane that has the capacity to receive the lane's traffic.

Rubberized asphalt is not proposed under this project. FHWA policy does not allow the use of pavement type or surface texture as a traffic noise abatement measure because it can lose its effectiveness over time. Presently, FHWA and several state transportation departments are conducting research to determine the longevity of the noise-reduction characteristics of rubberized asphalt.

With respect to suggestions for narrowed shoulders to avoid impacts to the College Park East soundwall, please see Common Response – Almond Avenue Soundwall.

Response to Comment Letter PC-S51**Comment PC-S51-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred

Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Respuesta a la Carta De Comentario PC-S52

Comentario PC-S52-1

Las agencias de Caltrans y Orange County Transportation Authority les gustaría agradecerle por haber participado en el proceso ambiental para el proyecto de ampliación de la autopista de San Diego (I-405). Su comentario fue considerado durante el proceso de selección de la “Alternative Preferida”, como esta escrito en el reporte llamando en ingles “I-405 Improvement Project Final EIR/EIS.” Se le notificará en la dirección proveida en su Comentario cuando el reporte “Final EIR/EIS” va a estar disponible para revisarlo.

Response to Comment Letter Translation PC-S52

Comment PC-S52-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-S53

Comment PC-S53-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Response to Comment Letter PC-S54

Comment PC-S54-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in

your comment when the Final EIR/EIS is available for review. Please see Response to Comment PC-S50-1.

Comment PC-S54-2

Please see Response to Comment PC-S50-2.

Comment PC-S54-3

Please see Response to Comment PC-S50-3.

Comment PC-S54-4

Please see Response to Comment PC-S50-4.

Comment PC-S54-5

Please see Response to Comment PC-S50-5.

Comment PC-S54-6

Please see Response to Comment PC-S50-6.

Response to Comment Letter PC-S55**Comment PC-S55-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-S56**Comment PC-S56-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Comment PC-S56-2

Only Alternative 3 would require replacement of the Fairview Road Overcrossing. Caltrans/OCTA have considered design options to avoid replacement of the Fairview Road Overcrossing under Alternative 3. Please see Common Responses – Replacement of Fairview Road Overcrossing/Truncation of Tolled Express Lanes and Preferred Alternative Identification.

Comment PC-S56-3

Please see Response to Comment PC-S56-2.

Response to Comment Letter PC-S57

Comment PC-S57-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Comment PC-S57-2

Please see Response to Comment PC-S56-2.

Comment PC-S57-3

Please see Response to Comment PC-S56-2.

Response to Comment Letter PC-S58

Comment PC-S58-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Comment PC-S58-2

We acknowledge your comments on the costs and funding of Alternative 3. The project is considered a Major Project by FHWA, and a Draft Financial Plan must be submitted to FHWA prior to approval of the Final EIR/EIS. The Draft Financial Plan must identify full funding for the project.

Comment PC-S58-3

The Express Lanes in Alternative 3 will not be elevated as they approach SR-73. A direct connector from the median of I-405 to the median of SR-73 is included in Alternative 3, and this would require a bridge over the southbound lanes on I-405. The elevation of that bridge at its highest point would be lower than the existing bridge carrying northbound SR-73 over I-405; however, the new bridge would be longer than the existing bridge, extending farther to the west before touching down in the median of I-405. The noise evaluation presented in the Draft

EIR/EIS in Section 3.2.7, Noise, assumed the proposed direct connector and noise abatement was considered.

Comment PC-S58-4

As described in Sections 3.2.6 and 3.2.7, project-related emissions and noise levels associated with the Preferred Alternative would be less than the future No Build Alternative. Littering is against the law, and no analysis of either increase or decrease in litter was completed for the EIR/EIS. Please see Response to Comment PC-E5-1 and Common Responses – Air Quality, Health Risks, and Noise/Noise Analysis.

Comment PC-S58-5

Only Alternative 3 would require replacement of the Fairview Road Overcrossing. Caltrans/OCTA have considered design options to avoid replacement of the Fairview Road Overcrossing under Alternative 3. Please see Common Responses – Replacement of Fairview Road Overcrossing/Truncation of Tolled Express Lanes and Preferred Alternative Identification.

Comment PC-S58-6

Under Alternatives 1 and 2, the Harbor Boulevard Overcrossing would not be replaced; only Alternative 3 would require replacement of the Harbor Boulevard Overcrossing. However, a design option for Alternative 3 has been developed that would eliminate new lanes south of Euclid Street, except for the extension of the southbound auxiliary lane approaching the Harbor Boulevard exit ramp north to Euclid Street. If this design option is adopted and Alternative 3 is identified as the Preferred Alternative, the Harbor Boulevard Overcrossing would not be replaced, consistent with Alternatives 1 and 2. Please see Common Responses – Replacement of Fairview Road Overcrossing/Truncation of Tolled Express Lanes and Preferred Alternative Identification.

Comment PC-S58-7

All of the build alternatives are anticipated to reduce congestion in the I-405 corridor; none are expected to eliminate congestion in the corridor, including the portion of the corridor in Costa Mesa, as shown in Draft EIR/EIS Tables 3.1.6-4, 3.1.6-5, 3.1.6-12, and 3.1.6-13. The benefits to congestion vary among the build alternatives. The benefits to congestion of the build alternatives are summarized in the Draft EIR/EIS in Tables 3.1.6-4 through 3.1.6-8 and Tables 3.1.6-12 through 3.1.6-14.

Response to Comment Letter PC-S59

Comment PC-S59-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-S60

Comment PC-S60-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Comment PC-S60-2

The current HOV lanes on I-405 do not meet federal and State performance standards as documented in the Draft EIR/EIS by reference to the *California HOV/Express Lane Business Plan* (March 31, 2009).

Comment PC-S60-3

The traffic performance anticipated at the intermediate access points to the Express Lanes in Alternative 3 is presented in the Draft EIR/EIS on page 3.1.6-98. One of the three intermediate access points is anticipated to have some congestion delay in the right-side Express Lane, while the other two are not anticipated to have any delay.

Response to Comment Letter PC-S61

Comment PC-S61-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Comment PC-S61-2

Alternatives M3, M9, M10, M11, M12, and M13 (see Section 2.2.7 and Figure 2-8), evaluated as part of the I-405 MIS (2003-2006), included project components similar to what you are recommending within your comment. These alternatives were not considered viable alternatives for further consideration because they do not fulfill the project purpose and are substantially more expensive than the Preferred Alternative (see discussion of Alternatives M3, M9, M10, M11, M12, and M13 in Section 2.7). Please also see Common Response – Elimination of LRT and BRT Alternatives.

Response to Comment Letter PC-S62**Comment PC-S62-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-S63**Comment PC-S63-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-S64**Comment PC-S64-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Project-related construction and operational air quality and noise effects were analyzed in detail in the project Air Quality Technical Study and Noise Study Report. As described in Sections 3.2.6 and 3.2.7 of the Draft EIR/EIS, project-related emission and noise levels associated with

the Preferred Alternative would be less than the future No Build Alternative. Please see Common Responses – Air Quality and Noise/Noise Analysis.

MSATs have the greatest potential to affect the health of residents located adjacent to the project. Although the various alternatives would place travel lanes closer to some residences, it is anticipated that MSAT exposure, including DPM, would be less than existing conditions. MSAT emissions are likely lower than existing levels in the design year as a result of EPA's and California's control programs that are projected to further reduce MSAT emissions. Please see Common Response – Health Risks.

Comment PC-S64-2

All of the build alternatives are anticipated to reduce congestion in the I-405 corridor; none are expected to eliminate congestion in the corridor, including the portion of the corridor south of Brookhurst Street in Costa Mesa, as shown in Draft EIR/EIS Tables 3.1.6-4, 3.1.6-5, 3.1.6-12, and 3.1.6-13. The benefits to congestion vary among the build alternatives. The benefits to congestion of the build alternatives are summarized in the Draft EIR/EIS in Tables 3.1.6-4 through 3.1.6-8 and Tables 3.1.6-12 through 3.1.6-14.

Response to Comment Letter PC-S65

Comment PC-S65-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Response to Comment Letter PC-S66

Comment PC-S66-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Response to Comment PC-S65-1.

Comment PC-S66-2

All of the build alternatives are anticipated to reduce congestion in the I-405 corridor; none are expected to eliminate congestion in the corridor. The benefits to congestion vary among the build alternatives. The benefits to congestion of the build alternatives are summarized in the Draft EIR/EIS in Tables 3.1.6-4 through 3.1.6-8 and Tables 3.1.6-12 through 3.1.6-14.

Response to Comment Letter PC-S67**Comment PC-S67-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Response to Comment Letter PC-S68**Comment PC-S68-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Response to Comment PC-S67-1.

Response to Comment Letter PC-S69**Comment PC-S69-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Response to Comment PC-S67-1.

Response to Comment Letter PC-S70

Comment PC-S70-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Alternatives M3, M9, M12, and M13 (see Section 2.2.7 and Figure 2-8), evaluated as part of the I-405 MIS (2003-2006), included project components similar to what you are recommending within your comment. These alternatives were not considered viable alternatives for further consideration because they do not fulfill the project purpose and are substantially more expensive than the Preferred Alternative (see discussion of Alternatives M3, M9, M12, and M13 in Section 2.7). Please also see Common Response – Elimination of LRT and BRT Alternatives.

Response to Comment Letter PC-S71

Comment PC-S71-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-S72

Comment PC-S72-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Out of the 17 bridge replacements, none will be replaced that are constructed as part of the WCC Project, namely the Seal Beach Boulevard and Valley View Street overcrossings.

Response to Comment Letter PC-S73**Comment PC-S73-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-S74**Comment PC-S74-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

With respect to a potential bottleneck at the Los Angeles County line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Response to Comment Letter PC-S75**Comment PC-S75-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PC-S75-2

Please see Response to Comment PC-S75-1.

Comment PC-S75-3

Please see Response to Comment PC-S75-1.

Response to Comment Letter PC-S76

Comment PC-S76-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

With respect to a potential bottleneck at the Los Angeles County line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Comment PC-S76-2

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Response to Comment Letter PC-S77

Comment PC-S77-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-S78

Comment PC-S78-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Comment PC-S78-2

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PC-S78-3

Please see Response to Comment PC-S78-2.

Comment PC-S78-4

Please see Common Response – Measure M.

Comment PC-S78-5

Alternative 2 has 10 lanes in each direction north of the SR-22 near Valley View Street. Alternative 3 has 9 lanes in each direction in that area. With respect to a potential bottleneck at the Los Angeles county line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Comment PC-S78-6

With respect to potential improvements to I-405 in Los Angeles County, please see Common Response – Coordination between Caltrans Districts 7 and 12, OCTA, Los Angeles Metro, COG, and the City of Long Beach.

Response to Comment Letter PC-S79**Comment PC-S79-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PC-S79-2

Please see Response to Comment PC-S79-1.

Comment PC-S79-3

Please see Response to Comment PC-S79-1.

Comment PC-S79-4

The priority of the design team was to minimize the residential impacts, including ROW. OCTA, Caltrans, and FHWA have worked extensively with the Navy to move I-405 toward and into the Navy property to avoid impacting the residential areas on the northbound side of I-405. Please see Response to Comment PC-S79-1 and Common Response – Shifting Improvements away from Residential Properties onto NAVWPNSTA Seal Beach Property.

Response to Comment Letter PC-S80

Comment PC-S80-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Response to Comment Letter PC-S81

Comment PC-S81-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Response to Comment Letter PC-S82

Comment PC-S82-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-S83

Comment PC-S83-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternative 3 would require replacement of the Fairview Road Overcrossing. Caltrans/OCTA have considered design options to avoid replacement of the Fairview Road

Overcrossing under Alternative 3. Please see Common Responses – Replacement of Fairview Road Overcrossing/Truncation of Tolled Express Lanes and Preferred Alternative Identification.

Comment PC-S83-2

Please see Response to Comment PC-S83-1.

Comment PC-S83-3

All of the build alternatives are anticipated to reduce congestion in the I-405 corridor; none are expected to eliminate congestion in the corridor. The benefits to congestion vary among the build alternatives. The benefits to congestion of the build alternatives are summarized in the Draft EIR/EIS in Tables 3.1.6-4 through 3.1.6-8 and Tables 3.1.6-12 through 3.1.6-14.

Response to Comment Letter PC-S84**Comment PC-S84-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Layout Sheets L-3A to L-2 in EIR/EIS Appendix P3: Alternative 3 Project Plans.

Response to Comment Letter PC-S85**Comment PC-S85-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Comment PC-S85-2

Only Alternative 3 would require replacement of the Fairview Road Overcrossing. Caltrans/OCTA have considered design options to avoid replacement of the Fairview Road Overcrossing under Alternative 3. Please see Common Responses – Replacement of Fairview Road Overcrossing/Truncation of Tolled Express Lanes and Preferred Alternative Identification.

Response to Comment Letter PC-S86**Comment PC-S86-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred

Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Comment PC-S86-2

Please see Response to Comment PC-S85-2.

Response to Comment Letter PC-S87

Comment PC-S87-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Response to Comment PC-B20-1.

Response to Comment Letter PC-S88

Comment PC-S88-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Response to Comment Letter PC-S89

Comment PC-S89-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-S90

Comment PC-S90-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred

Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Responses – Preferred Alternative Identification and Opposition to Tolling.

Response to Comment Letter PC-S91

Comment PC-S91-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

All of the build alternatives are anticipated to reduce congestion in the I-405 corridor; none are expected to eliminate congestion in the corridor. The benefits to congestion vary among the build alternatives. The benefits to congestion of the build alternatives are summarized in the Draft EIR/EIS in Tables 3.1.6-4 through 3.1.6-8 and Tables 3.1.6-12 through 3.1.6-14.

The additional lanes and improved performance on I-405 under the build alternatives compared to the No Build Alternative will encourage traffic currently diverting from the congested freeway to local streets to remain on the freeway.

Comment PC-S91-2

A regional emissions analysis was completed based on VMT and vehicle speeds. Regional criteria pollutant and VOC emissions are presented in Tables 3.2.6-6 through 3.2.6-8 of the EIR/EIS. Differences in the anticipated 2020 and 2040 operational emission for the build alternatives are minimal. Tables 3.2.6-7 and 3.2.6-8 show that emissions for the build alternatives are generally less than the existing and future no-build conditions. This decrease is due to higher vehicle speeds, which generally result in lower emission rates; therefore, the project would result in a beneficial effect related to regional operational emissions. Please see Common Response – Air Quality.

Comment PC-S91-3

Since 2004, performance of HOV lanes has deteriorated. If HOV lanes fall below the MAP-21 performance benchmarks that relate to average operating speed, state departments of transportation (DOTs) would be required to change the operations of their HOV lanes to meet the federally required performance benchmarks. For example, if the average speed for an HOV lane fell below the MAP-21 speed-based benchmark due to high demand, changing the HOV occupancy requirement to 3+ occupants could improve the speed in the HOV lane, but it would force additional vehicles into the adjacent GP lanes. In many cases, the GP lanes are already

operating at slower speeds than the HOV lanes; therefore, the performance of the facility (HOV + GP) could easily be degraded by focusing exclusively on the performance of the HOV lane.

Comment PC-S91-4

Please see Response to Comment PC-S91-1.

Comment PC-S91-5

With respect to the issue of tolling being a form of double taxation for the Express Lanes in Alternative 3, please see Common Response – Opposition to Tolling. Under Alternative 3, HOVs would use the Express Lanes free, provided they meet the occupancy eligibility requirement. Regarding the change in occupancy requirement to three persons per vehicle, please see Common Response – Opposition to Tolling.

Comment PC-S91-6

The use of future toll revenues for bonding to raise construction funds would be limited by a coverage ratio that limits risk of inability to repay bonds due to toll revenues not meeting expectations. The traffic analysis in the PSR/PDS used a technique that limited traffic demand, which may understate traffic delay. Traffic predictions are similar; the population and employment forecasts used for traffic forecasting are approved by SCAG.

Comment PC-S91-7

As discussed in Section 4.2.7, Climate Change, Alternative 3 future GHG emissions (2020 and 2040) would be greater than the existing GHG emissions; however, the build alternatives would result in fewer GHG emissions than the No Build Alternative in 2020 and 2040. It should be noted that the GHG emission reductions shown in Tables 4-14 and 4-15 were developed using EMFAC2011 and, unlike criteria pollutants, EMFAC2011 does not make assumptions that technological enhancement in engine technology would result in reduced GHG emissions in the future; however, the model does result in fewer GHG emissions under higher speeds. Table 3.1.6-6 shows that speeds are higher under the build alternatives than under the No Build Alternative.

The GHG emissions estimates are the potential project contributions to GHGs; however, estimates could vary from actual GHG emissions. GHG emissions are dependent on other factors that are not part of the EMFAC2011 methodology, such as the fuel mix, rate of acceleration, and aerodynamics and efficiency of the vehicles.

Comment PC-S91-8

Analysis of the traffic performance of the transition areas is presented in the Draft EIR/EIS and summarized in Table 3.1.6-17.

Comment PC-S91-9

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PC-S91-10

The I-405 Improvement Project may have an effect on property values, but it is not likely to be a major change because I-405 is an existing facility within Orange County. In addition, Caltrans has found no literature, studies, or evidence that property values decrease because of freeway widening near a home. Please see Common Response – Property Values.

Comment PC-S91-11

The additional lanes and improved performance on I-405 under the build alternatives compared to the No Build Alternative will encourage traffic currently diverting from the congested freeway to local streets to remain on the freeway.

Under Alternative 3, HOVs would use the Express Lanes free, provided they meet the occupancy eligibility requirement. Regarding the change in occupancy requirement to three persons per vehicle, please see Common Response – Opposition to Tolling.

Comment PC-S91-12

Alternatives with LRT and BRT are included in the Draft EIR/EIS in Section 2.2.7, Alternatives Considered but Eliminated from Consideration. That section explains each of those alternatives and why they were eliminated. For a graphic summary of those alternatives, see Figure 2-39 of the Draft EIR/EIS. Please also see Common Response – Elimination of LRT and BRT Alternatives.

Response to Comment Letter PC-S92**Comment PC-S92-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-S93**Comment PC-S93-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred

Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Responses – Preferred Alternative Identification and Opposition to Tolling.

Response to Comment Letter PC-S94

Comment PC-S94-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Caltrans and OCTA acknowledge your opposition to tolling. Please see Common Response – Opposition to Tolling.

Response to Comment Letter PC-S95

Comment PC-S95-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Comment PC-S95-2

Please see Response to Comment PC-S13-2.

Comment PC-S95-3

Please see Response to Comment PC-S13-3.

Comment PC-S95-4

Please see Response to Comment PC-S13-4.

Response to Comment Letter PC-S96

Comment PC-S96-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred

Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-S97

Comment PC-S97-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-S98

Comment PC-S98-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-S99

Comment PC-S99-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Comment PC-S99-2

Within Seal Beach, no bridges will require replacement or widening under any of the proposed alternatives. The bridges constructed as part of the WCC project were constructed to accommodate the I-405 Improvement Project. With respect to a potential bottleneck at the Los Angeles county line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Comment PC-S99-3

Alternatives M3, M9, M12, and M13 (see Section 2.2.7 and Figure 2-8), evaluated as part of the I-405 MIS (2003-2006), included project components similar to what you are recommending within your comment. These alternatives were not considered viable alternatives for further

consideration because they do not fulfill the project purpose and are substantially more expensive than the Preferred Alternative (see discussion of Alternatives M3, M9, M12, and M13 in Section 2.7). Please also see Common Response – Elimination of LRT and BRT Alternatives.

Comment PC-S99-4

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PC-S99-5

Please see Common Response – Preferred Alternative Identification.